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American Railroad Journal.

New York Saturday, January 28, 1871.

ERRATA.—In Mr. Lowthorp's article published in our last issue, page 86, second column, and second line from top of page, for "erected," read *erected*. Also, third column, same page, seventh line from top, for "2,500 lbs.," read 25,000 lbs.

Prospects of Railroad Earnings.

Without entering upon an elaborate review of the general condition of railroad property in the United States, it may be found interesting to collate and present a few considerations bearing upon the probable earnings of railroads during the next few months at least, and perhaps for a longer period. Doubtless the facts are known to most of those directly interested; but to group them together in their proper relations may be necessary to the thorough understanding and appreciation of them.

First, then, the effect of the revised tariff. About mid-summer, Congress passed a law materially reducing the impost duties on many leading articles of import—coffee, tea, sugar, spices, etc.; and placed many others on the free list; but provided that this law should not go into effect till January 1, 1871. It requires but little business knowledge to understand that the results

was to restrict the trade in the articles which were to be thus reduced in cost. We may say this without touching even remotely upon the general subject of impost duties. During the fall months dealers in the interior have been accustomed to lay in their winter stores of "groceries," when a large proportion of the transportation of such goods was done by canal and lake. The desire to get the advantage of the reduced tariff naturally induced the trade to limit purchases previous to the 1st inst. to the most pressing needs. We therefore find the interior of the country quite bare of sugar, tea, molasses, coffee, rice, and many other staples, with no means other than the railroads afford for the transportation of the goods which they may require. This state of affairs must continue, with minor exceptions, till about the first of May, and naturally increase largely the quantity of merchandise to be moved westward over the railroads from the seaboard, and that, too, at a season when a great many cars, under the most favorable circumstances, must be returned empty.

Secondly, the hog crop. The packing season shows, thus far, that about 1,800,000 hogs have been slaughtered, against about 1,300,000 for the corresponding period in the last season—an increase of about 500,000 hogs. But the actual increase is even greater than the apparent, for the hogs are now much fatter and heavier than last year. To reckon, therefore, the hog crop at an increase of fifty per cent. over that of last season is not unreasonable. The whole crop must of course be moved by rail. There is, at the seaboard, an unusually large demand for hog products—bacon, lard and pork—for export; partly stimulated by the lower prices as compared with late years, and partly arising out of the needs of the European belligerents. The provisioning of the British navy brings us large orders, while the devastation caused by the war in France creates a demand upon Great Britain from whence she formerly drew supplies.

Third, the supplies of breadstuffs. Partly through speculation, and the anticipation of higher prices as the result of the war in Europe, the late crop of wheat was not marketed freely, and the close of inland navigation found the Atlantic

seaboard with deficient supplies of grain. In this market alone, the stocks of wheat and corn are about a million bushels less than last year at this date, and the demand is far more peremptory and general at this time than it was then. The drought which prevailed in the late summer and early autumn months nearly ruined the corn crop of New England, and so crippled that of the Middle and South-Atlantic States, that they have much less to spare, to be shipped coastwise in sail vessels, than last winter. England, too, with a recent advance in her markets of five shillings per quarter, shows a disposition to take Indian corn from us, after an abstinence of nearly two years. The late crop of corn at the West was a magnificent one, both in respect to its quality and condition. It is coming into the Western markets very freely; and the accumulating stocks must be relieved, as well as the needs of the Atlantic States be supplied, exclusively by rail. Last winter we did not bring much corn eastward by rail; not more than one-third as much as we shall now require, on a very moderate calculation. Last winter, and in the spring before the opening of canal navigation, more than two million bushels of wheat were delivered in this market by rail. With a smaller stock, and a larger demand, it is not extravagant to estimate that at least three million bushels of wheat and half as much corn must be brought to us by rail in the next few months.

There is another advantage which the great trunk roads will have this season over last. Then, they were obliged to stimulate the eastward movement of grain by putting rates of freight exceptionally low. Now, the eastward movement takes place at highly remunerative rates.

We do not now recall a single fact, or circumstance, which should throw a cloud over the agreeable prospect which the above facts seem to present to those interested in railway property, and must offer our congratulations upon a state of affairs embracing a combination of advantages rarely enjoyed.

The opening of the first division of the Poughkeepsie and Eastern Railroad to Stissing, twenty-one miles, was celebrated on the 24th inst.

The Newark Bay Pivot Draw Bridge.

EDITOR AMERICAN RAILROAD JOURNAL:

Dear Sir:—In my article of the 16th inst., criticising the Criticism of Mr. T. C. CLARKE, I did not allude to the breaking of the Newark Bay Pivot Draw Bridge, feeling conscious that no one acquainted with the circumstances would attribute it to a fault in its construction. The unfair allusion to it, however, by Mr. Clarke, renders it necessary for me to do so.

Reaching the scene of the disaster very soon after it occurred, I will state what I believe to have been the cause, which is as follows:

The track rails, in the long line of pile trestling approaching the Draw had contracted (from the very cold weather) so as to leave a space of three or more inches between it and the end of the Bridge, and, as a consequence, the locomotive being driven at a reckless rate of speed (which was demonstrated by the effects produced), its truck wheels first sunk in the depression caused by the three inch space, and then jumped forward, the flanges of the left ones alighting on the top of the rail, and after passing on some six or eight feet turned to the left, running off of the ends of the shorter cross-ties, (between the ends and central part of the bridge the cross-ties are but eight feet long, with the exception of one long one for each panel; the panels being about 18 ft. long,) jumped several spaces of about 18 ft. in the clear, each, breaking all of the long cross-ties in its course, when it knocked a post out of the centre truss; the right wheel, in the meantime, breaking off the shaft of the pinion of the turning gear. Some part of the locomotive next came in contact with the cap of the pivot, which weighs some 1,700 lbs., making an indentation in it about $2\frac{1}{2}$ inches long, and from $\frac{1}{4}$ to $\frac{3}{8}$ of an inch deep, after which it is supposed that the engine plunged into the centre truss, causing that part of the structure to buckle and go down with the locomotive. The plunging of the engine truck must necessarily have jerked back the lock bolts of the Draw, and the last blow of the locomotive, doubtless, knocked the ends some few inches out of line, in which condition it is said to have been found. On my arrival at the bridge the East end was resting on the East abutment, the part near the pier though submerged, being still held in position by the counter-diagonal-suspension-bolts. The Western half of the bridge was yet in position and, although minus a post, a platform car heavily loaded with lumber was safely pushed over it.

Owing to the grade line of the railroad being located so very near the surface of the water, the bridge has frequently been endangered. On one occasion a schooner was run into it at the rate of 8 or 9 knots an hour. It was, of course, considerably injured on the one side; but in about one hour, the opposite track was made passable for the trains. The schooner, however, fared worse, the bowsprit and foremast being broken short off even with the hull, and a clean sweep made back to the main-mast. At the point of fracture the bowsprit measured 16x18 inches square, and the foremast 18 inches in diameter (it was 8 sided) and both of good sound pine timber.

On another occasion, when the "Communipaw," one of the largest ferry boats in New York harbor, was passing by, it struck and made a short

bend in one of the main-suspension-diagonal-bolts, giving it a set from which it did not recover; the tensile strain on the rod at the time being fully 40,000 lbs.

The very short space of time (only two weeks) in which R. E. RICKEN, Esq., the Superintendent of the railroad, was enabled to get the bridge in running order again, notwithstanding the exceeding cold weather at the time, and the very exposed situation, was truly extraordinary, and reflects great credit upon his untiring energy.

It is impossible for any iron truss bridge to resist such a blow. If such a force were applied to the outside of a bridge of 200 ft. or 300 ft. span, it would knock it entirely off its bearings. On one occasion I was present when a locomotive collided with the rear end of a coal train, knocking 12 heavily loaded cars off the track. What folly, then, for a man to talk of slender wrought iron columns, already under a heavy compressive strain, resisting such a force. No; our only safety consists in having our bridges made abundantly strong for sustaining the moving load, and each of the track rails well guarded with additional rails spiked inside, similar to the manner in which the safety switches and frogs are protected, at also the short curves of street railways.

Indeed I think our first class railroad companies would be the gainers if they would also have such guards placed in all lines of trestle work, and high and steep embankments. A guard timber at two feet or so from the rail can be of little use, for if the wheels once leave the track, there is no knowing where the trucks may cause the locomotives or cars to plunge.

Guard rails, of the kind I have suggested as being the most efficient, were placed upon an iron bridge I erected several years ago for the Central Railroad Co. of New Jersey, over Middle Brook. On one occasion COL. JAMES MOORE, Chief Engineer, informed me that as a train of loaded coal cars were rapidly approaching the bridge, one of them got off of the track, but one of the guard rails drew the wheels of the car in, and confined them close to the track, enabling it to pass safely over the bridge, after which the coupling broke and the car fell over. I know of no other bridge at the present time, which is guarded in a similar manner.

That Mr. Clarke has had some unusual advantages for obtaining valuable information relative to the construction of iron bridges, I am well aware. Of the following resources Engineers and Builders do not generally avail themselves. Several parties, myself among the number, were invited to prepare plans, and to offer bids for the construction of the Quincy Bridge. Having so prepared myself, the appointed time found us on our way to Quincy, where I soon met with other parties who had come for the same purpose. On the morning following our arrival we called at the office of the Engineer; upon being introduced to Mr. C., made known our business, and after some conversation, left in his charge our plans and bids, as also all bills of materials, etc., for the purpose of enabling him to examine and report to the Directors or Executive Committee his opinion regarding their respective merits.

Day after day we looked for that committee, but they did not make their appearance until the seventh day, and after detaining us two days

longer (for the purpose, I suppose, of enabling Mr. C. and his assistant to copy all he could desire from detail drawings, diagrams of strains, bills of materials, etc.,) we were informed that they would not decide at present, but would let us know by mail to whom the contract would be assigned.

Some months subsequently I met one of my competitors, and upon inquiring who received the contract, received this reply: "No one; it is being made at the 'Detroit Bridge and Iron Works,' (in which, we were told, one or more of the Quincy Bridge directors were heavily interested; and of which Charles Kellogg, of the late "reliable firm" of Kellogg, Clarke & Co., was Superintendent). On asking whose plan had been adopted, the reply was, in substance, "I presume it is one furnished by Mr. Clarke, which he has been enabled to get up from the various plans we (the bidders) furnished for his inspection."

It seems very strange that Mr. C. should, in publishing such a voluminous description of the Quincy Bridge as he did, have failed to describe by sectional drawings, etc., such an important part as the *Pivot*, and *Pedestal* on which it turns; as is always customary in works of the kind.


Such being at least one of the instances, to my knowledge of Mr. C.'s gaining valuable information, I charge him with ingratitude in making the statement he did, without knowledge of the facts, in regard to the Newark Bay Bridge disaster. I say ingratitude, because the information he received from myself alone, which cost me much labor and expense, and for which I received not even thanks, entitled me to, at least, a correct, and not a *supposititious* statement. There were no wedges under the ends of the Newark Bay Draw, but simply rollers, and the ends were firmly secured with strong lock bolts in a manner similar to the Pivot Bridge of the Pennsylvania Railroad Co. over the Schuylkill at Philadelphia.

As there ought always, practically speaking, to be a space of from $\frac{1}{8}$ to $\frac{3}{4}$ of an inch at the shifting ends of all switches, turn-tables and Pivot Bridges, there must of necessity occur some slight jar from passing trains.

Had Mr. C. not made an error in his calculations, the ends of his Quincy bridge would not have sunk so very much below the level of the track of the fixed spans as to require the use of the "powerful cams," which he says "My firm" are going to make further improvements in, for the Hudson River Bridge. A more simple arrangement ought to have answered for any slight depression.

I regret being obliged to allude to the Quincy Bridge, but as Mr. C. has seen fit to bring it before the public in the manner he has, I consider it only justice to others as well as to myself, to state a few of the facts in regard to it, which he has omitted.

Hoping I have not trespassed too much upon your time and space, I remain very respectfully,
F. C. LOWTHORP.

 The work on the extension of the East Brandywine and Waynesburg Railroad to New Holland, is progressing rapidly. This road is to be continued from New Holland to intersect the Reading and Columbia road, at or near Manheim, or with the Pennsylvania road at some point in Lancaster county.

Boston and Providence Railroad.

The earnings of this road for ten months ending September 30, 1870, were as follows:

From passengers.....	\$576,424 28
" freight.....	431,190 76
" rents.....	11,697 73
" expresses.....	19,523 89
" mails.....	4,207 50
" interest, etc.....	4,881 90
" dividends.....	1,200 00

\$1,049,125 56

Expenses, viz:

Coal, wood and water..	\$71,182 52
Repairs of railroad....	55,615 93
Sleeper account.....	18,658 44
New iron.....	63,176 04
Repairs of locomotive..	29,668 68
Two new locomotives...	24,000 00
Repairs passenger cars.	27,050 79
New passenger cars....	14,100 00
Repairs freight cars...	11,011 01
New freight cars.....	20,000 00
Repairs stations, etc...	69,108 37
Repairs bridges.....	7,605 28
Repairs fences.....	1,726 19
Snow account.....	1,632 93
Gratuities and damages.	8,713 28
Passenger department..	88,323 41
Freight department....	105,657 39
Miscellaneous expenses.	19,586 78
Switchmen and gatemen	21,668 15
Taxes and insurance...	25,620 85
Interest paid.....	696 55

\$697,526 06

U. S. and State tax.... 72,792 18

770,818 19

Balance, as the net earnings for ten months carried to Income Account	\$278,307 37
Add balance from previous years...	410,614 69

Total.....	\$689,422 06
From which deduct dividend 5 per cent. paid July 1, 1870.....	185,000 00

Balance to new account.....	\$504,422 06
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By an Act of the Legislature passed at its last session, the several railroad corporations in this Commonwealth were required to make up their accounts, and change the period of their returns, to the 30th day of September, instead of the 30th day of November in each year.

In consequence of this change, the directors are compelled to limit their customary report of the operations and affairs of the corporation for the present year to a period of ten months, from the first day of December, 1869, to the first day of October, 1870.

Under these circumstances, it will be apparent to the stockholders that the accompanying tables from the Treasurer's books can only furnish a statement of the actual results of the business of the corporation for the ten months embraced in them, and afford no means of instituting the usual comparison of the receipts and expenditures between the present and previous years.

In the absence of the requisite materials for these customary statements and comparisons, the directors take pleasure in stating generally, that the year has been a satisfactory and prosperous one,—and that as an approximate estimate of our gross receipts the earnings have been fully equal to those of the corresponding period of the last year. When it is considered that the receipts of that year were enlarged by several exceptional items, arising out of the marked increase in our earnings for the month of June, derived from the stimulus given to our local travel by the occurrence of the Musical Jubilee in Boston, and the transfer of several suspended accounts of former earnings which were adjusted in that year, the result is a gratifying proof of the steady and substantial advance in the value of the property of the corporation, and its healthy and progressive

capabilities of making remunerative returns to its stockholders.

While the directors have steadily pursued the policy indicated in their last report, of increasing the facilities and accommodation of the public, in the renewal of our equipment, rolling stock, and motive power, and the introduction upon them of new and valuable inventions designed to promote the safety and comfort of passengers, they have not withheld the necessary expenditures for the erection of new station houses and the improvement of existing ones, which the increase of population and traffic on the line of the road has seemed to demand.

The most important of these have been the completion and occupancy of the new freight station in Boston,—an improvement which our experience has already proved was not made a day too soon to meet the exigencies of our business, and the substantial and commodious character of which has been already satisfactorily tested. This model structure, six hundred feet in length by one hundred and twenty-five in width, covering an area of seventy-five thousand square feet or nearly two acres of land, has elicited the highest ecomiums, both from the managers of railroads who have visited it from all parts of the country, and from the most intelligent freighters, who see in it, not only the greater facilities it furnishes for moving their merchandise, but the vastly greater security it affords to their property while deposited within its spacious walls. It will also be gratifying to the stockholders to know, that while it meets with such acceptance and approval from the public, its durability and adaptation to the future wants of the corporation have been carefully considered by the directors in its construction. Its erection has been accomplished mainly by days' work under the most faithful supervision, with a degree of despatch highly creditable to the mechanics employed upon it, and limited only by the time necessary to secure the highest degree of fidelity and skill in the performance of the work. The completed edifice will give us convenient and permanent freight accommodations for our increasing business, at a great saving of annual expenditure, and enable us in the future to handle our freight in the most expeditious and economical manner.

In conjunction with the Mansfield and Framingham, and the Taunton Branch Railroad corporations, we have made a considerable outlay in the purchase of land and the erection and enlargement of the necessary buildings at Mansfield, including a commodious and substantial engine house and turn-table, to meet the requirements of our freight business at that point, which promises, by the new connections opened and opening to us, to grow into largely increased importance.

We have also, under the authority given by the Legislature at its last session, in the Act incorporating the Attleborough Branch Railroad corporation, entered into an agreement with that corporation for a lease of its road, now nearly completed, and which will probably be in operation early the present year. It is confidently expected that the connection which this arrangement will establish between our main track at Attleborough and the enterprising and thriving community at the other terminus of the branch, a distance of about four miles, will be mutually advantageous to all the parties interested in its construction and maintenance.

The laying of the "third track," referred to in our last annual report, has been prosecuted with as much diligence as the nature of the work, and the desire of the directors have felt to secure the land required for its construction by negotiations and purchase, rather than a resort to litigation with its numerous owners, would permit. The removal, by blasting, of a large mass of rock at a point upon the line known as the "Roxbury Ledge," has been expedited as rapidly as was practicable, having a prudent regard to the security of the populous neighborhood by which it was surrounded, and the safety of our trains passing it at nearly all hours of the day, and it has at

length been completed without accident or injury to persons or property.

Upon the completion of the new iron bridge at Centre Street, in place of the inadequate and unsightly structure known as "Hog Bridge," there will remain no further obstacle to the completion of the track, which we hope to have in successful operation the coming Spring.

The improvements which the laying of another track made a present necessity at this point, where the road was narrowed to a width barely sufficient for the passage of the trains, in a low, marshy soil, between high embankments, although requiring a large expenditure, were of such vital importance to the road as to have become absolutely indispensable, independent of the requirements of a third track—and without the necessity which that imposed, could not have been much longer delayed at whatever cost to the corporation. It is a subject of congratulation, that by an amicable and satisfactory negotiation with Mr. Lowell, the proprietor of the adjoining estate, these great improvements have been made possible at a reasonable cost, and that a portion of our road which, from its original construction, has been an eyesore to stockholders and passengers alike, will be soon transformed into one of its most commodious and attractive sections.

It is doubtless known to most of the stockholders that negotiations have been for some time pending between the City of Boston and this corporation, to enable the former to extend its spacious thoroughfare known as Columbus Avenue, from its present terminus in the rear of our passenger station, to Pleasant Street and Park Square. Although the accomplishment of this enterprise is not within the authority of the City Government except with the consent of this corporation, and although its consummation involves very serious consequences to us, yet the directors have not failed to see that so important an improvement will continue to be pressed both upon the City Government and upon this corporation with constantly increasing urgency and force. They have therefore been disposed to meet the municipal authorities in a just and liberal spirit, and they feel that this disposition has been clearly indicated in the course of their negotiations. That the stockholders may have the opportunity to judge for themselves how far the directors are justified in this conclusion, they have appended to this report the correspondence they have had with the Committee on streets, embraced in the report of that Committee (City Doc. No. 114) of the present year, which very clearly and fairly exhibits the progress and present position of these negotiations.

TRIAL BALANCE, SEPTEMBER 30, 1870.

Construction and equipment.....	\$3,730,168 97
Cash and cash funds.....	10,086 27
Stoughton Branch Railroad stock...	40,000 00
Mansfield and Framingham railroad stock.....	15,000 00
Real estate.....	407,180 86
Materials on hand.....	179,520 21
Balances due from other roads, etc.	47,993 59
	\$4,429,909 50
Capital stock.....	\$3,700,000 00
Unclaimed dividends.....	5,753 00
Notes payable.....	25,000 00
Renewal fund.....	60,048 94
Balances due to other roads, etc....	184,685 50
Income account.....	504,422 06

\$4,429,909 50

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Samuel T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSON.

H. Wood, Esq., of Philadelphia, has been elected President of the Philadelphia and Baltimore Central Railroad Co.

Port Huron and Lake Michigan Railroad. To the Stockholders of the Port Huron and Lake Michigan Railroad Company:

The present annual meeting finds our company with forty-two miles of rails laid, and thirty-eight miles of road in operation. The adverse decision of the Supreme Court of this State upon the question of municipal aid to railroads, made some change indispensable in our financial policy. The localities most interested have however responded to the consequent requirements of the company in such manner as to insure the continued prosecution of our work and its completion to Lapeer city this year, and at least twenty miles more of road would have been brought into operation but for another failure on the part of the contractors for rails and other material. The arrangements heretofore reported as existing with those parties have therefore been cancelled. Everything that the company has received from them or from any other source, has been paid for, and the report of the Treasurer, accompanying this, indicates a prosperous condition of our financial affairs.

In addition to the shops and station buildings mentioned in the last yearly report, the company have completed commodious depots at the Grand Trunk crossing, at Capac, and Imlay City, and have laid over three thousand feet of side track, and have completed and put into use over one thousand feet of dock at Port Huron city. The road bed is well ditched, and the track properly ballasted and in fine condition for winter traffic. Sufficient additions have been made to the equipment to meet the increased demands of business, and nearly all repairs required are done at our own shops.

The road was opened for traffic to Capac on the 8th day of June last and to Imlay City on the 28th day of July following. The gross receipts from traffic have been \$41,259 02. The number of passengers carried is 16,657 and the amount of freight moved 17,866 1/2 tons. The running expenses have been light, being only \$12,815 47. It may therefore be safely said that our brief experience has demonstrated that when the road shall be completed, the most sanguine expectations of its friends as to the business demands awaiting it will be more than realized.

E. WHITE, President.

Port Huron, December 1st, 1870.

W. L. Bancroft, Treasurer, in account with Port Huron and Lake Michigan Railroad Company:

RECEIPTS.

First mortgage bonds.....	\$505,000 00
Municipal bonds.....	4,400 00
Stock subscriptions.....	44,100 00
Traffic receipts.....	41,259 02
Bills payable.....	29,975 33
Difference in fuel ac't.....	684 87
	\$625,419 22

EXPENDITURES.

Construction ac't.....	\$482,140 65
Equipment ac't.....	84,492 86
Station buildings ac't.....	6,292 25
Operating expenses.....	12,815 47
Tools and machinery.....	680 67
Compons, discount and interest.....	29,937 10
Contingent expense ac't.....	2,438 26
Bills receivable.....	59,072 39
Balance.....	7,049 57
	\$625,419 22

PORT HURON, Nov. 1st, 1870.

President.—EDGAR WHITE.

Directors.—Edgar White, W. L. Bancroft, Port Huron; James Turrill, Lapeer; Artemas Thayer, Flint; Isaac Gale, Bennington, Mich.; W. F. Allen, Albany, N. Y.; W. F. Drake, New York.

Secretary and Treasurer.—W. L. BANCROFT.

Samuel M. Felton, Esq., has been re-elected President of the Delaware Railroad Company.

Railroads of Massachusetts.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends &c., for the ten months ending September 30, 1870.
(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads.	Stock.	Capital Account.	Debt.	Total.	Length of Track.—	Cost of Road	Oper.	Passenger.	Gross Earnings.	Expenses	Net	Dividends
	\$	\$	\$	\$	Main. Branch. Other.	& equip'm't.	M. M. M.	\$	\$	\$	\$	Am't. Rate
												P. C.
Athol and Enfield.....	25,000	25,000	41	25,041	21.01	600,000	19,200	2,188,192	3,205,482	323,313	5,785,987	3,969,173
Berkshire.....	600,000	600,000	41	600,041	200.93	21,938,629	268,95	119,626	154,834	11,820	286,650	229,864
Boston and Albany.....	19,150,800	1,798,520	41	20,949,320	49.65	1,601,018	64,12	201,740	284,823	4,189	470,732	359,784
Boston, Barre and Gardner.....	166,190	166,190	41	166,231	7.00	2,653,300	65.75	392,567	499,405	47,782	984,754	747,874
Boston, Clinton and Fitchburg.....	872,600	800,500	41	872,641	41.40	1,601,018	64,12	940,669	575,191	47,798	11,563,658	1,052,108
Boston, Hartford and Erie.....	25,000,000	21,200,000	41	25,241,000	112.60	2,653,300	65.75	576,424	431,191	41,510	1,049,125	770,318
Boston and Lowell.....	2,215,000	255,000	41	2,470,000	76.28	3,700,000	63.00	153,219	51,397	8,307	212,923	150,912
Boston and Maine.....	4,471,275	.....	41	4,471,316	51.34	1,454,779	66.21	176,548	422,167	18,039	616,754	532,382
Boston and Providence.....	3,700,000	.....	41	3,700,041	51.34	2,689,307	53.62	253,593	296,181	22,288	591,972	374,798
Cape Cod.....	915,577	125,000	41	1,040,577	64.81	2,100,430	53.85	.....	.....	.....	.....	217,174
Cheshire.....	2,085,925	807,000	41	2,892,925	53.62	244,456	.....	.....	.....	.....	.....	170,000
Connecticut River.....	1,700,000	250,000	41	1,950,000	50.00	136,372	.....	.....	.....	.....	.....	.....
Danvers.....	67,500	150,000	41	217,500	9.21	.....	.....	.....	.....	.....	.....	.....
Dorchester and Milton.....	73,840	42,807	41	116,647	3.28	.....	.....	.....	.....	.....	.....	.....
Duxbury and Cohasset.....	15,000	.....	41	15,041	.....	.....	.....	.....	.....	.....	.....	.....
Eastern.....	4,682,600	3,037,400	41	7,719,000	60.10	6,798,262	114.54	980,283	376,054	106,433	1,462,770	819,496
Eastern Branch.....	49,662	.....	41	49,703	3.76	56,144	.....	.....	.....	.....	.....	643,275
Fairhaven Branch.....	.....	.....	41	.....	15.11	234,660	.....	.....	.....	.....	.....	.....
Fall River, Warren and Prov.....	150,000	255,450	41	405,450	5.79	330,089	.....	.....	.....	.....	.....	10,328
Fitchburg.....	3,640,000	.....	41	3,640,041	51.00	3,640,000	93.75	468,574	584,360	33,002	1,086,367	83,014
Haver Branch.....	123,500	60,000	41	183,500	7.88	183,000	.....	.....	.....	.....	.....	8,801
Hartford and New Haven.....	4,800,000	744,000	41	5,544,000	62.00	5,544,000	76.75	817,780	683,670	67,412	1,568,862	252,285
Horn Pond.....	2,000	.....	41	2,041	0.66	15,075	.....	.....	.....	.....	.....	459,584
Lowell and Lawrence.....	200,000	67,700	41	267,700	12.35	363,158	.....	.....	.....	.....	.....	16,763
Mansfield and Framingham.....	268,000	300,000	41	568,000	22.11	688,185	.....	.....	.....	.....	.....	9,257
Massachusetts Central.....	149,092	.....	41	149,133	.....	5,437	.....	.....	.....	.....	.....	.....
Middleboro' and Taunton.....	82,250	.....	41	82,301	0.57	159,819	8.54	.....	.....	.....	.....	.....
Milford and Woonsocket.....	50,000	.....	41	50,041	0.46	116,628	.....	.....	.....	.....	.....	2,944
Monadnock.....	50,000	.....	41	50,041	0.46	40,770	.....	.....	.....	.....	.....	.....
Nashua and Lowell.....	720,000	.....	41	720,041	14.57	737,706	43.17	176,371	222,370	11,239	411,980	83,473
New Bedford and Taunton.....	500,000	172,500	41	672,500	20.13	500,000	35.45	104,215	61,360	3,566	169,141	45,670
Newburyport.....	230,340	300,000	41	530,340	26.98	597,386	.....	.....	.....	.....	.....	8
New Haven and Northampton.....	1,800,000	1,400,000	41	3,200,000	8.00	3,426,223	100.10	125,056	226,519	21,257	372,871	252,581
New London and Northern.....	1,003,500	651,500	41	1,655,000	10.00	1,455,223	100.00	165,602	190,961	19,203	376,766	65,493

CITY PASSENGER AND FREIGHT RAILROADS IN MASSACHUSETTS.									
Norwich and Worcester.....	2,364,400	776,000	14,884	3,155,284	59,40	7,00	12,25	2,613,694	66,40
Old Colony and Newport.....	4,959,020	2,879,000	107,000	7,945,020	130,50	12,17	32,61	7,878,980	142,67
Pittsfield and North Adams.....	450,000	.....	.....	450,000	18,65	.....	1,42	443,678	.....
Providence and Worcester.....	2,000,000	46,000	135,000	2,181,000	43,41	1,00	14,50	2,128,285	47,29
Salem and Lowell.....	243,305	226,900	1,287	471,492	16,88	.....	2,60	468,969	.....
South Reading Branch.....	209,533	150,000	95,547	305,080	8,15	0,23	.....	299,468	8,88
South Shore.....	259,685	.....	.....	409,685	11,50	.....	1,98	501,593	11,50
Stockbridge and Pittsfield.....	448,700	.....	.....	448,700	21,93	.....	1,09	448,700	.....
Stony Brook.....	267,300	.....	.....	267,300	13,16	.....	0,92	267,383	.....
Stoughton Branch.....	85,400	.....	8,500	93,900	4,04	.....	0,79	121,911	.....
Taunton Branch.....	400,000	.....	23,557	423,557	11,10	0,59	1,09	392,971	11,69
Vermont and Massachusetts.....	2,860,000	750,000	199,627	3,809,627	69,32	10,80	9,00	3,445,943	109,80
Ware River.....	240,000	239,300	.....	479,300	.....	.....	.....	479,300	.....
West Stockbridge.....	.....	.....	.....	39,600	2,75	.....	.....	39,600	.....
Worcester and Nashua.....	1,400,555	.....	3,801	1,404,356	45,69	.....	15,50	1,806,128	45,69
Albany Street Freight.....	75,000	.....	1,136	76,136	0,88	.....	0,08	48,277	0,88
Boston and West Roxbury.....	41,000	.....	.....	41,000	2,75	.....	.....	41,000	2,75
Boston and Chelsea.....	110,000	.....	.....	110,000	2,57	.....	1,19	110,000	.....
Cambridge.....	727,800	150,000	74	877,874	17,14	5,97	4,32	734,671	.....
Lowell Horse.....	55,830	.....	.....	55,830	3,82	.....	.....	49,179	3,82
Lynn and Boston.....	200,000	50,000	51,137	201,137	10,75	1,00	.....	276,221	16,17
Malden and Melrose.....	200,000	45,872	.....	245,872	3,41	.....	.....	60,246	.....
Marginal Freight.....	191,500	.....	46,455	237,955	0,54	0,37	.....	191,834	0,91
Medford and Charleston.....	21,000	4,000	.....	26,000	3,07	.....	.....	36,000	.....
Merrimac Valley.....	50,000	.....	6,174	56,174	4,88	.....	.....	42,205	4,88
Metropolitan.....	1,250,000	.....	297,271	1,547,271	17,40	7,85	8,40	1,624,594	28,00
Middlesex.....	400,000	100,000	81,558	581,558	4,34	0,46	2,49	530,367	4,80
Northampton and Williamsburg.....	300,000	.....	3,853	303,853	3,22	.....	.....	300,000	3,22
North Woburn.....	25,000	8,000	11,195	44,195	2,16	.....	.....	24,012	2,16
Salem.....	150,000	35,000	22,967	207,967	5,30	2,08	.....	203,434	7,38
Somerville Horse.....	75,000	.....	.....	75,000	3,61	.....	.....	75,000	.....
South Boston.....	400,000	.....	13,283	413,283	4,92	.....	1,51	418,891	4,92
Springfield.....	50,000	.....	5,255	55,255	2,47	.....	.....	56,542	2,47
Stonham.....	33,000	.....	.....	33,000	2,50	.....	.....	40,044	2,50
Union.....	200,000	105,200	48,427	353,427	.....	.....	.....	349,851	26,72
Waltham and Newton.....	14,750	.....	19,050	33,800	2,61	.....	.....	26,835	2,61
Winchester.....	52,900	.....	.....	52,900	2,25	.....	.....	62,152	.....
Worcester.....	40,000	20,000	8,036	68,036	3,03	0,50	.....	46,205	3,53

* Dividends marked thus are for the first six months of the year 1869-70.

Little Schuylkill Railroad and Coal Co. PHILADELPHIA, January 9, 1871.

The managers submit to the stockholders a statement of the business of the company for the year ending November 30, 1870. As will be seen by the report of the Treasurer, the mortgage debt has been reduced \$12,000 by a payment on account of lands sold to Messrs. Roberts and others, trustees. There have been \$5,874 51 collected from former sales of lands and town lots, which sum is held in reserve, as it belongs to the account of "capital."

In accordance with the statement made in last report, the regular expenses of the company have not exceeded \$1,500 for the year, being \$1,957 91 less than the previous year.

From the profits of the year a dividend of three and one-quarter per cent., free of tax, was declared in July, and one of three and one-half per cent., free of tax, was declared December 31.

The amount required to pay semi-annual dividends of three and one-half per cent., clear of taxes, (due under the present laws,) is \$188,160 14, being about \$2,000 less than the net receipts for the past year.

By order of the Managers.

JOHN F. BLANDY, President.

INCOME ACCOUNT

for the year ending November 30, 1870:

Receipts:

Philadelphia and Reading Railroad Company:	
Lease of 1868.....	\$185,227 00
Rent of East Mahanoy Railroad.....	24,780 64
Interest on seven per cent. bonds.....	4,760 00
Roberts, McKean & Ingham, trustees.....	40,740 00
Greenwood Coal Company.....	9,800 00
Interest.....	6,398 41
	\$271,651 05

Expenditures, viz:

Interest on seven per cent. mortgage loan.....	\$54,890 00
Rent of East Mahanoy R.R.....	24,780 64
Taxes on real estate.....	305 03
Salaries.....	1,283 84
Contingent expenses.....	397 84
Office expenses.....	300 00
	81,406 85

Balance to credit of profit and loss...\$190,144 20

PROFIT AND LOSS.

Cr. Balance, Nov. 30, 1869.....	78,337 19
Profits for the year ending Nov. 30, 1870.....	190,144 20
	\$268,481 39
Dr. Dividend No. 24, (January, 1870, 3¼ per cent.).....	\$89,681 26
Dividend No. 25, (July, 1870, 3¼ per cent.).....	89,681 26
Balance to credit.....	89,118 87
	\$268,481 39

JOS. LAPSLEY WILSON,
Treasurer and Secretary.

The St. Louis Democrat says the Cherokees have passed an order granting to the Atlantic and Pacific Railway Company (formerly south Pacific) a right of way through the lands of the reservation; also full right to take freely all the timber necessary in the construction of the road through the same.

The survey for a railroad proposed from Brookline (Mass.) to Tyngsborough, through Pepperell and Dunstable, has been completed, and it is found that the route is very feasible.

The extension of the Great Falls and Conway Railroad from Union Village (N. H.) to West Ossipee, 28 miles, will be finished in June next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. & J. O.	Dec. '70 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '70 3
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	4,151,700		Aug. '70 3	Providence & Worcester...100	1,800,000	J. & J.	Dec. '70 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4	Do. do. pref. 100	6,078,224		Aug. '70 3	Raleigh and Gaston...100	8,000,000	A. & O.	Jul. '69 3
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '70 5	Rensselaer and Saratoga...100	2,000,000		Oct. '70 3
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000	J. & J.	Feb. '71 8	Richmond and Danville...100	847,100		
Do. pref. 60	1,919,000			Huntingdon & B'd Top...50	494,330	J. & J.	Jan. '68 3	Richmond and Petersburg...100	1,041,600		
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Sept. '70 2	Do. pref. 50	190,750	J. & J.	Jan. '68 3	Rochester and Tonawanda...100	88,400		
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 3	Illinois Central...25	25,278,710	J. & J.	Jan. '71 5	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Dec. '70 4
Baltimore and Ohio...100	16,151,962	A. & O.	Oct. '70 4	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67 4	Rutland preferred...100	1,469,429	F. & A.	Feb. '71 3
Do. Washington Br. 100	2,980,000	F. & A.	Dec. '70 3	Jeffersonville, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '69 5	St. L., Alf. and T. Haute...100	2,300,000	Annual.	June '70 7
Baltimore City Passenger...100	670,000	F. & A.	Dec. '70 3	Joliet and Chicago...100	1,500,000	J. & J. O.	Jan. '71 1	St. L., Jack'nv. and Chic'o...100	2,040,000		
Bay de Noquet and Marq...100	1,260,000	A. & O.	Apr. '68 3	Joliet & North. Indiana...100	300,000	J. & J.	Jan. '71 4	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	996,250			Lake Shore & Mich. So. 100	35,000,000	F. & A.	Feb. '70 4	Do. pref. 100	445,596	M. & N.	Nov. '70 3
Berkshire...100	600,000	J. & J. O.	Jan. '71 1	Do. guar. 100	533,500	F. & A.	Feb. '70 4	Sand. Mansf. and Newark...100	901,341		
Blossburg & Corning...100	250,000	J. & D.	Dec. '70 3	Lackawanna & Bloomsb...50	1,325,000		Jan. '70 2	Savannah and Charleston...100	1,000,000		
Boston and Albany...100	13,725,100	J. & J.	Dec. '70 5	Leeds and Farmington...100	2,158,555	J. & J.	Jan. '67 5	Schuykill and Susquehanna...100	1,299,150		
Boston and Chelsea...100	110,000	A. & O.	Oct. '70 4	Lehigh and Mahanoy...50	8,739,800	M. & N.	May '67 5	Second and Third St. (Ph.) 60	293,757	J. & J.	Jan. '71 4
Boston, Concord & Mont...100	469,800			Lehigh Valley...100	16,731,400	J. & J. O.	Dec. '70 2	Schuykill Valley...100	576,050	J. & J.	Jan. '71 4
Do. do. pref. 100	1,840,400	M. & N.	Nov. '70 3	Lehigh Luzerne...100	344,650	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	868,200	M. & N.	Nov. '70 2
Boston and Lowell...100	1,891,500	J. & J.	Dec. '70 4	Little Miami...100	3,572,400	M. J. S. D.	Dec. '70 2	Second Avenue (N. Y.)...100	670,000		
Boston and Maine...100	4,076,974	J. & J.	Dec. '70 5	Little Schuylkill...100	2,646,100	J. & J.	Jan. '71 3	17th & 19th streets (Ph.)...100	150,000		
Boston and Providence...100	3,700,000	J. & J.	Dec. '70 5	Lomb. and South St. (Ph.) 25	90,000			Shamokin V. and Pottav...60	869,450	F. & A.	Aug. '70 3
Broadway (South Boston) 50	400,000	J. A. J. O.	Dec. '70 2	Long Island...100	3,000,000	F. M. A. N.	Aug. '66 2	Shore Line...100	638,200	J. & J.	Dec. '70 5
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70 3	Louisville, Cin. and Lex...50	1,621,735	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.)...100	750,000		
Brooklyn City...100	1,000,000	F. M. A. N.	Nov. '70 3	Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4	Somerville...100	75,000	M. & N.	Nov. '70 3
Brooklyn City & New'n...100	399,800			Louisville, N. Alb. & Chicago...100	2,800,000		Dec. '70 3	South Carolina...100	5,819,275		
Buffalo, Bradford & Pitts...100	1,100,000			Lowell and Lawrence...100	200,000	A. & O.	Oct. '70 3	South Shore...100	259,685		
Buff. New York & Erie...100	960,000	M. & N.	Nov. '70 3	Lowell Horse...100	55,830	J. & J.	Jan. '70 3	South Western, Georgia...100	3,392,900	F. & A.	Aug. '70 4
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '70 4	Macon and Western...100	2,000,000	J. & J.	Jan. '71 5	Staten Island...100	660,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston) 100	737,800	A. & O.	Oct. '70 4	Mahanoy & B'd Mount'n...50	1,876,915			Stony Brook...100	297,300	M. & N.	May '70 3
Camden and Amboy...100	5,000,000	F. & A.	Feb. '71 5	Maine Central...100	1,611,500			Steubenville and Indiana...100	1,983,141		
Camden and Atlantic pref. 60	600,000			Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '70 4	Stockbridge & Pittsfield...100	448,700		
Camden & Burlington Co. 100	831,000			Marietta & Cincinnati...100	3,029,778			Summit Branch...100	250,000	F. & A.	Aug. '70 3
Cape Cod...60	721,226	J. & J.	D. '70 4	Do. 1st pref. 50	813,079	M. & S.	Sep. '66 3	Syr., Bingham. and N. Y. 100	1,314,130	J. & D.	Dec. '70 4
Cape May and Millville 50	447,000	J. & D.	Dec. '70 2	Do. 2d pref. 50	4,460,388	M. & S.	Sep. '66 3	Taunton Branch...100	250,000		
Catawissa...100	1,180,000			Massachusetts...100	400,000			Tennessee and Alabama...100	595,922	J. & J.	Jan. '71 3
Catawissa pref. 100	2,200,000	M. & N.	Nov. '70 3	Memphis and Charleston...100	5,312,725		June '69 3	Terre Haute and Indiana...100	1,983,150	J. & J.	May '70 2
Cayuga & Susquehanna...60	599,110	J. & J.	Jan. '71 4	Memphis and Ohio...100	570,000			Third Avenue (N. Y.)...100	1,750,000	J. & J.	May '70 2
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	Nov. '70 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Dec. '70 2	Thirteenth and Fif. (Ph.)...100	7,000,000	J. & J.	January, 1870, 11, 4
Central of Georgia...100	4,666,800	J. & J.	July '70 5	Michigan Central...100	11,197,348	J. & J.	Dec. '70 5	Tol., Peoria and Warsaw...100	2,700,000		
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4	Middleboro' and Taunton...100	147,300	A. & O.	Oct. '70 3	Tol. (E. D.) pref. 100	1,700,000		
Central Ohio...100	2,000,000	J. & D.	Dec. '70 3	Middlesex (Boston)...100	400,000	J. & D.	Oct. '70 3	Tol. (W. D.) pref. 100	1,300,000		
Do. pref. 100	400,000	J. & D.	Dec. '70 3	Mill Creek and Minehill...100	323,375	F. & A.	Jan. '71 5	Tol. Wabash and West...100	11,700,000	M. & N.	May '70 3
Cent. Park, N. & E. River...100	970,000			Millville and Glassboro'...100	405,020	F. & A.	Feb. '70 5	Troy and Boston...100	607,111		
Chemung...100	380,000	J. A. J. O.	Jan. '70 3	Millw. & St. Paul...100	7,665,104	Dec. 1870	Dec. '70 7	Troy and Greenbush...100	274,400	J. & D.	Jun. '70 3
Cheshire, preferred...100	2,017,825	J. & J.	Dec. '70 3	Milwaukee and Chicago...100	9,744,265	Dec. 1870	Dec. '70 7	Union Transp'n (Boa.)...100	200,000	M. & N.	Nov. '70 4
Chicago and Alton...100	5,141,800	M. & S.	Sept. '70 5	M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Dec. '70 4	Union (Phila.)...100	291,475	J. & J.	Jan. '71 4
Chicago and Erie...100	2,425,400	M. & S.	Sept. '70 5	Mobile and Ohio...100	3,762,400			Utica and Black River...100	834,400	J. & J.	July '70 3
Chicago, Burl. & Quincy...60	13,825,025	M. & S.	Mar. '70 5	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Vermont and Canada...100	2,500,000	J. & D.	Dec. '70 4
Chicago, Iowa & Nebras...100	2,900,000	J. & J.	Dec. '70 5	Morris and Essex...100	7,880,100			Vermont Central...100	6,000,000		
Chicago and Milwaukee...100	2,227,000			Mt. Carbon & Pt. Carbon...50	232,350			Vermont and Massachusetts...100	2,500,000	J. & J.	July '70 0
Chicago & N. Western...100	14,590,162	J. & D.	Dec. '70 5	Nashua and Lowell...100	280,000	M. & N.	Nov. '70 5	Virginia Central...100	3,353,679		
Do. pref. 100	18,159,097	J. & D.	Dec. '70 5	Nashville & Chattanooga...100	2,066,544			Virginia and Tennessee...100	3,506,300		
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4	Naugatuck...100	1,436,600	F. & A.	Dec. '70 5	Western Union...100	2,707,693		
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Oct. '70 4	New Bedford & Taunton...100	500,000	J. & J.	July '70 4	West Jersey...100	1,209,000	F. & A.	Dec. '70 5
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68 2	New Haven & N. London...100	738,558			West Philadelphia...100	249,100	J. & J.	Dec. '70 5
Do. Street...100	428,646	M. & N.	Nov. '70 3	N. Haven & Northampton...100	1,344,000	F. & A.	Dec. '70 4	Winchester and Potomac...100	1,463,775	J. & J.	Jan. '71 3
Cin. Sand. & Clev. pref. 50	192,750	J. & J.	July '70 7	N. Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70 4	Warren...100	1,547,650	J. & J.	Dec. '70 5
Citizens' Passenger (Phil.) 50	10,450,000	F. & A.	Feb. '71 3	Certificates...100	44,228,330	A. & O.	Oct. '70 4	Worcester and Nashua...75	1,522,500		
Cleveland & Mahoning...100	2,056,400	M. & N.	Nov. '70 3	New York and Harlem...100	6,500,000	J. & J.	Dec. '70 4				
Cleveland and Pittsburgh...50	7,404,588	F. M. A. N.	Feb. '71 2	Do. pref. 50	1,500,000	J. & J.	Dec. '70 4	CANALS.			
Cleveland and Toledo...50	5,000,000	F. & A.	Aug. '70 4	New York & New Haven...100	9,000,000	J. & J.	July '70 5	Chesapeake and Delaware...100	1,818,963	J. & D.	Dec. '70 3
Col. Chl. & Indiana Cen. 100	10,400,000			N. Y., Provid. & Boston...100	2,000,000	J. & J.	Dec. '70 4	Chesapeake and Ohio...25	8,228,595	F. & A.	Aug. '70 4
Columbus and Xenia...40	1,788,209	M. J. S. D.	Dec. '70 2	Ning. Bridge & Canandaigua...100	1,000,000	J. & J.	Jan. '71 2	Delaware Division...100	1,633,350	F. & A.	Aug. '70 4
Concord...100	1,500,000	M. & N.	Nov. '70 5	Norfolk & Petersburg guar. 100	137,500	J. & J.	July '70 3	Delaware and Hudson...100	10,000,000	F. & A.	Feb. '71 5
Concord & Ports. guar. 100	350,000	J. & J.	Jan. '71 2	North Carolina...100	4,000,000	M. & N.	Nov. '70 3	Delaware and Raritan...100	2,521,300	F. & A.	Feb. '71 5
Coney Island & Brooklyn 100	500,000			North Eastern (S. C.) pref. 100	155,000	J. & J.	May '67 4	Erie of Pennsylvania...100	64,000		
Conn. & Passumps. Rivers 100	139,000			Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '70 4	Lehigh Coal and Navigat...100	8,739,800	M. & N.	May '67 5
Do. do. pref. 100	1,822,100	F. & A.	Dec. '70 3	North Pennsylvania...100	3,150,150			Monongahela Navigation...100	728,100	J. & J.	July '70 3
Connecticut River...100	1,700,000	J. & J.	Dec. '70 3	Norwich & Worcester...100	2,363,600	J. & J.	Dec. '70 5	Morris (consolidated)...100	1,025,000	F. & A.	Feb. '67 3
Cumberland Valley...100	1,316,900	A. & O.	Oct. '70 4	Ogdensb. & L. Champl'n...100	3,040,900	J. & J.	Jan. '71 3	Pennsylvania...100	1,176,000	F. & A.	Feb. '71 5
Danbury and New'n...100	400,000	quarterly		Do. pref. 100	1,994,900	A. & O.	Oct. '70 4	Schuyl. Navigation (cons.) 100	1,908,207	F. & A.	Feb. '67 6
Dayton and Michigan...100	2,390,450	J. & J.	Jan. '71 8	Ohio and Mississippi...100	20,000,000	J. & D.	Dec. '70 3	Do. (pref.) 50	2,888,805	F. & A.	Feb. '67 6
Delaware...100	504,260	J. & J.	Jan. '71 8	Oil Creek & Allegheny R. 50	3,500,000	J. & D.	Dec. '70 3	Susq. and Tide Water...100	2,907,880		
Del. Lackaw. & Western...60	13,880,020	J. & J.	Dec. '70 6	Old Colony & Newport...100	4,848,820	J. A. J. O.	Dec. '70 3	W. Branch and Susq...100	1,100,000	J. & J.	Jan. '65 5
Des Moines Valley...100	1,820,200			Orange and Newark...100	281,550	F. & A.	Aug. '70 4	Wyoming Valley...100	800,000	Irregular	Oct. '67 4
Detroit & Milwaukee...100	452,350			Oswego and Syracuse...100	482,400						
Do. pref. 100	2,095,000			Pacific of Missouri...100	3614,515						
D. Dock, E. B'd. & Bat. 100	1,200,000	F. M. A. N.	May '70 2	Panama...100	7,000,000	J. A. J. O.	Jan. '71 3	MISCELLANEOUS.			
Dubuque and Sioux City...100	1,673,641	J. & J.	Dec. '70 3	Patterson and Ramapo...100	248,500	J. & J.	Dec. '70 4	Pacific Mail Steamship...100	20,000,000	M. J. S. D.	Sept. '69 3
Do. do. pref. 100	1,987,351	J. & J.	Dec. '70 3	Patterson and Hudson River 100	630,000	J. & J.	Dec. '70 4	West'n Union Telegraph...100	41,063,000	J. & J.	Jan. '70 2
East Mahanoy...100	392,550	J. & J.	July '70 3	Pennsylvania...100	21,045,750	M. & N.	Nov. '70 5	American Coal...100	1,500,000	M. & S.	May '70 3
Eastern (Mass.)...100	8,883,800	J. & J.	Dec. '70 4	Peoria & Bureau Valley...100	1,200,000	F. & A.	Feb. '71 4	Ashburton...100	2,500,000	J. & D.	Dec. '69 4
Eastern (N. H.)...100	492,500	J. & J.	Dec. '70 4	Peoria and Hannibal...100	600,000	J. & J.	Jul. '69 8	Butler Coal...100	500,000	J. & D.	Dec. '70 2
East Pennsylvania...100	654,900			Petersburg...100	1,322,200	J. & J.	Jan. '71 3	Central Coal...100	2,000,000	J. & J	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1897.....	38,169	51,831	50,029	51,156	95,528	121,702	174,512	181,297	200,650	212,109	128,166	76,871	1,470,653
1898.....	64,493	96,937	81,396	96,481	106,836	104,729	259,590	251,832	262,770	256,422	250,662	242,748	2,200,767
1899.....	212,004	218,982	291,398	486,048	568,270	556,080	523,657	511,854	608,788	579,422	635,309	467,659	5,670,882
1870.....	413,104	394,176	488,333	633,768	768,719	729,274	783,099	807,816	777,183	828,447	746,800	612,808	7,953,513
Chicago and Alton:													
1897.....	109,850	101,355	104,372	122,054	132,301	145,642	149,137	167,948	170,044	170,910	156,869	153,294	1,678,766
1898.....	100,991	154,418	195,803	162,723	178,786	200,090	224,267	312,165	354,654	320,879	307,803	263,015	2,770,494
1899.....	250,503	275,283	299,063	258,480	322,279	355,270	335,985	409,261	401,280	357,966	307,919	236,824	3,840,092
1870.....	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	390,223	323,080	271,247	3,696,153
1897.....	243,787	167,882	285,961	282,156	335,610	342,358	364,244	410,982	408,999	426,752	359,102	330,189	3,892,861
1898.....	276,117	276,140	267,094	279,121	303,842	384,504	404,012	568,101	486,196	503,746	408,669	361,701	4,608,643
1899.....	345,192	316,099	385,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	367,516	340,881	4,681,608
1870.....	298,978	323,826	344,366	384,663	396,044	411,986	421,485	501,049	495,685	488,668	432,492	396,999	4,881,770
Chicago, Rock Island and Pacific:													
1897.....	140,024	130,225	122,512	126,798	144,996	170,987	139,142	160,306	210,729	216,030	196,435	201,134	1,959,207
1898.....	158,765	176,482	243,150	186,013	198,679	243,178	224,980	307,874	376,860	324,866	336,617	321,037	3,095,470
1899.....	305,554	246,851	289,403	196,580	224,612	321,818	244,121	306,231	389,489	307,623	270,078	201,779	3,513,514
1870.....	241,395	183,885	257,230	209,069	277,606	308,938	238,926	317,977	400,941	425,474	345,028	290,268	3,490,922
1897.....	292,047	224,621	272,454	265,369	297,625	276,681	297,613	444,024	566,403	569,549	445,276	377,063	4,588,014
1898.....	308,687	297,404	276,451	301,952	316,709	378,436	341,886	568,380	558,587	591,209	424,889	435,435	4,797,404
1899.....	333,519	308,208	398,740	388,386	449,882	523,841	465,907	632,652	736,665	584,156	479,236	393,468	5,084,109
1870.....	401,276	449,665	509,393	443,300	507,900	529,512	462,400	560,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1897.....	273,876	317,839	380,355	421,368	466,830	566,145	480,710	619,306	669,605	729,769	716,738	668,400	6,114,506
1898.....	482,164	499,296	468,568	565,623	747,942	702,691	702,691	767,608	946,707	932,683	754,671	647,842	7,979,490
1899.....	623,566	399,917	623,845	537,519	858,943	928,983	809,524	797,475	1,000,086	1,200,216	1,010,892	712,569	9,299,450
1870.....	696,147	674,694	768,398	774,280	896,712	898,658	859,214	1,068,237	1,448,942	1,541,067	1,211,530	879,900	11,682,769
1897.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,670,067	1,107,094	1,001,987	13,384,471
1898.....	892,093	830,287	1,142,166	1,112,190	1,263,444	1,261,916	1,167,066	1,087,974	1,306,673	1,371,760	1,140,145	846,708	18,856,467
1899.....	706,026	763,782	868,359	929,077	1,177,597	1,139,284	1,034,393	1,227,513	1,269,282	1,806,338	1,087,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1897.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	290,061	2,918,342
1898.....	304,112	180,840	239,622	247,661	241,456	259,408	258,367	341,783	320,025	293,616	271,555	242,621	3,096,996
1899.....	301,600	218,900	244,161	246,046	260,169	274,021	249,366	319,012	317,887	339,239	319,573	284,166	3,273,719
Illinois Central:													
1897.....	190,130	286,687	181,084	191,645	206,246	269,282	261,079	352,786	414,543	410,836	372,693	359,468	3,445,927
1898.....	299,944	271,086	276,643	289,224	334,987	407,992	348,929	511,305	478,676	496,433	437,679	424,631	4,671,028
1899.....	327,900	416,688	469,782	423,797	408,673	510,100	428,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1870.....	571,536	528,972	616,665	516,608	490,573	617,682	575,403	747,469	739,736	641,689	648,887	518,088	7,161,206
1897.....	603,053	506,268	506,466	411,606	509,250	597,679	490,626	578,263	571,348	661,971	588,219	504,096	6,646,741
1898.....	647,120	624,871	417,071	477,027	516,488	525,242	709,327	738,530	828,901	727,810	613,329	571,002	7,160,902
1899.....	587,443	636,168	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	686,401	681,041	7,517,029
1870.....	656,138	624,993	709,645	568,282	640,975	778,261	666,228	841,363	979,401	914,406	814,413	696,677	8,828,492
1897.....	664,587	663,391	644,374	597,571	696,253	759,215	646,768	861,358	870,684	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1897.....	90,411	86,447	84,851	81,181	96,888	103,738	96,043	106,921	104,866	113,504	112,962	123,302	1,201,239
1898.....	94,136	78,976	92,910	92,768	96,635	106,594	114,716	121,217	142,828	132,387	123,383	127,113	1,278,713
1899.....	92,438	81,599	98,482	108,461	96,416	96,924	108,413	126,556	121,619	125,066	119,169	121,408	1,264,096
1870.....	98,517	91,666	103,568	109,626	111,083	118,643	114,496	129,388	140,473	132,869	131,019	109,639	1,390,623
1897.....	90,177	98,276	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,631	144,023	141,876	1,161,689
Michigan Southern & Northern Indiana:													
1897.....	368,996	366,361	413,974	365,180	351,499	387,095	301,613	418,575	486,508	524,760	496,072	351,799	4,826,727
1898.....	277,224	277,224	412,715	413,970	413,970	384,684	338,568	384,401	429,177	496,655	429,646	352,218	4,660,326
1899.....	306,557	311,088	395,372	409,248	357,100	397,968	313,130	434,818	458,388	580,871	429,785	389,084	4,068,505
1870.....	362,021	388,335	378,735	462,429	399,800	366,117	308,502	437,600	521,326	543,886	436,399	437,603	4,991,163
1897.....	1,006,998*	850,593*	1,140,000*	478,544	446,102	409,139	727,046*	888,777*	1,259,725*	1,279,602*	1,124,745*	1,048,272*	.....
1898.....	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1897.....	230,159	159,658	151,902	176,696	186,039	174,002	172,189	216,624	296,956	322,389	307,474	258,634	2,660,702
1898.....	242,073	246,858	239,432	285,496	226,453	206,221	193,328	216,449	308,168	375,488	389,794	306,186	3,163,045
1899.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,610	376,470	3,970,946
1870.....	269,324	279,137	344,228	327,241	401,456	366,663	329,105	413,501	476,661	490,994	447,670	328,870	4,290,115
1897.....	282,439	266,796	337,158	343,737	365,196	335,088	324,966	359,646	429,161	498,640	414,604	368,669	4,371,000
1898.....	304,096	283,661	376,210	362,788	333,952	284,977	318,021	398,968	464,778	506,296	412,934	330,373	4,609,251
1899.....	343,316	304,315	326,880	416,758	369,226	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,744,164
1870.....	384,120	329,638	396,627	411,514	403,646	366,623	329,660	363,589	473,546	490,772	448,419	374,542	4,744,164
1897.....	337,992	329,128	380,450	412,030	405,283	363,187	326,891	378,880	467,990	511,447	458,873	387,837	4,758,968
Milwaukee and St. Paul:													
1897.....	519,763	240,755	261,143	116,266	401,900	369,856	266,412	350,595	751,788	1,101,771	775,616	438,233	5,683,968
1898.....	369,223	321,203	333,508	436,412	565,718	453,191	423,398	622,682	1,024,045	1,037,464	556,917	468,880	5,617,046
1899.....	454,590	300,400	420,951	490,844	678,925	686,681	525,647	724,782	1,040,102	801,195	560,666	426,069	7,250,669
1870.....	896,171	382,823	377,000	443,132	730,700	756,787	636,434	661,020	808,318	908,318	791,014	629,768	7,120,431
North Missouri:													
1897.....	119,721	94,927	186,268	149,184	139,000	150,416	160,149	155,588	231,662	235,513	248,325	203,595	2,024,966
1898.....	213,101	196,207	289,161	369,490	269,000	208,492	196,724	229,099	264,990	235,240	266,836	256,728	2,533,599
Ohio and Mississippi:													
1897.....	210,829	200,466	269,261	269,444	234,963	222,242	268,177						

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	INTEREST.	WHEN PAY- ABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	INTEREST.	WHEN PAY- ABLE.	Market Price.	
Nation-1 Securities Jan. 1, 1971.								Massachusetts—								
Loan of June 14, 1888	registered	\$20,000,000	5	Jan. & July.	1874	107 1/2		Western R. R. Loan, sterling	3,578,896	5	April & Oct.	1880	98			
Loan of June 22, 1890	coupon		5	"	1874	106 1/2		—Troy and Greenfield Loan, etc.	3,566,580	5	"	"	98			
	registered		5	"	1871			— " " " " " " " " " "	1,166,500	5	"	"	90	94	96 1/2	
	coupon		5	"	1871			—Eastern R. R. Loan	200,000	5	Jan. & July.	1871	107 1/2			
Loans of Feb. 8, July 1, Aug. 3, 1861	registered	189,733,100	6	"	1881	111 1/2		—Nor. & Wore. R. R. Loan	400,000	6	"	"	1877	107 1/2		
March 3, 1863	coupon		6	"	1881	112		—B. H. & Erie R. R. Loan, etc.	290,400	6	"	"	1900			
Oregon War Bonds of March 2, 1861		945,000	6	"	1881	104		—State Scrip (var.)	171,000	5	Various.	1870				
			6	July.	1881				117,000	5	"	"	1872	108		
Loan of Feb. 25, 1892	(5-20s) registered	494,892,560	6	May & Nov.	1882	108 1/2			126,000	5	April & Oct.	1873				
	coupon		6	"	1882	109 1/2			244,000	5	Various.	1874	108			
Loan of March 3, 1894	(5-20s) registered	3,113,600	6	"	1884	108 1/2			162,000	6	June & Dec.	1877	107 1/2			
	coupon		6	"	1884	109 1/2			50,000	6	"	"	1877	107 1/2		
Loan of June 30, 1894	(5-20s) registered	104,189,000	6	"	1884	108 1/2		—Union Fund Loan of 1861	200,000	6	Jan. & July.	1871	112 1/2			
	coupon		6	"	1884	109 1/2			650,000	6	"	"	1871	112 1/2		
Loan of March 3, 1895	(5-20s) registered	185,975,750	6	"	1885	108 1/2			720,000	6	"	"	1874	107 1/2		
	coupon		6	"	1885	109 1/2			1,430,000	6	"	"	1876	104 1/2		
	2d series (5-20s) registered	269,555,550	6	Jan. & July.	1886	107 1/2			600,000	5	"	"	1877	107 1/2		
	coupon		6	"	1886	108		—Back Bay Loan of 1862-63	220,000	5	May & Nov.	1880	98			
	3d series (5-20s) registered	339,774,600	6	"	1887	108 1/2		—Bounty Fund Loan of 1863	200,000	5	Jan. & July.	1883	96 1/2			
	coupon		6	"	1887	108 1/2		— " " " " " " " " " "	4,000,744	5	May & Nov.	1894	96 1/2			
	4th series (5-20s) registered	39,666,250	6	"	1888	108 1/2		—Coast Defense Loan of 1863	888,000	5	Jan. & July.	1883				
	coupon		6	"	1888	108 1/2		—Three Fund 5-20 Loan	3,505,000	6	Mar. & Sept.	1886	100 1/2			
Loan of March 3, 1894	(10-40s) registered	194,567,300	5	Mar. & Sept.	1904	108 1/2		— " " " " " " " " " "	919,324	6	Var.	3 yrs.				
	coupon		5	Jan. & July.	1904	108 1/2		Michigan—Sault Canal Bonds	86,000	6	Jan. & July.	1879				
Pacific R. R. Bonds	(currency)	64,618,532	6	Jan. & July.	1904	110 1/2		—Renewal Loan	200,000	6	"	"	1878	99 1/2		
Certificates of Mar. 2, 1897, and July 23, 1898		43,550,000	3		Dem.			—Two Million Loan	1,728,000	6	"	"	1878	99 1/2		
Navy Pension Fund of July 23, 1898		14,000,000	3		Dem.			—War Loan	896,000	7	"	"	1886	100		
Loans of 1842, 1847 and 1848		33,000	5		Due.			—Bounty Loan	463,000	7	May & Nov.	1890	101			
Texas Indemnity Bonds of Sept. 9, 1860		242,000	5		Due.			Minnesota—Railroad Loan	2,275,000	7	Jan. & July.	1883				
Treasury Notes prior to 1857		89,625	6		Due.			Mississippi—State Bonds (for banks)	7,000,000	6	Jan. & July.	1871	112 1/2			
Treasury Notes of 1857, '61 and '63		143,087	var		Due.			Missouri—State Bonds proper	463,000	6	Jan. & July.	1871	112 1/2			
Treasury Notes (7-30s)		550,900	7.3		Due.			—Consols. (interest)	2,830,000	6	"	"	1887			
Certificates of Indebtedness		5,000	6		Due.			—Railroad Loans	13,734,000	6	"	"	1880			
Compound Interest Notes of 1863 and 1864		1,907,950	6		Due.			—S. W. Pacific, guar.	1,589,000	7	"	"	1887			
Temporary Loan of June 30, 1864		80,810	var		Due.			—Han. and St. Jo. R. R. Loan	3,000,000	6	"	"	1887			
U. S. Notes (greenbacks)		354,101,088	var		Due.			Nebraska—(No Account)								
Fractional Currency		39,995,089	var		Due.			Nevada—(No Account)								
State Securities, latest dates.								New Hampshire—War Loan of July 1, 1861								
Alabama—State Bonds		108,900	5	May & Nov.	1872	72			1,059,800	6	Jan. & July.	1879	99 1/2			
	(extended)	2,414,800	5	"	'83-'85			— " " " " " " " " " "	600,000	6	Mar. & Sept.	1884	99 1/2			
	(sterling)	770,500	6	Jan. & July.	'70-'88			— " " " " " " " " " "	1,287,000	6	April & Oct.	1879	99 1/2			
	" (extended)	732,800	6	"	1886			— " " " " " " " " " "	500,000	8	Jan. & July.	1889				
	(new)	680,200	8	"	'94-'95	97 1/2		New Jersey—War Loan of 1861 (free)	1,599,800	6	Jan. & July.	1869	98	94	102 1/2	
Arkansas—State Funded Debt Bonds		4,300,000	6	Jan. & July.	1899	57 1/2		— " " " " " " " " " "	1,002,900	6	"	"	1886	96		
	Aid Bonds	1,500,000	7	April & Oct.	1899	57		— " " " " " " " " " "	593,400	6	"	"	1887	102		
California—Civil Bonds of 1867		3,068,500	7	Jan. & July.	1877	108		New York—General Fund Stocks	700,000	7	J. A. J. & O.	1870	110			
	1860	177,500	7	"	1880				800,000	6	"	"	1878			
	Soldiers' Relief Bonds	470,500	7	"	'83-'85				1,189,781	6	"	"	pleas.			
	Bounty Bonds	982,000	7	"	'83-'85				900,000	5	"	"	1875			
Connecticut—War Bonds, My '61 (10 or 20yr)			6	Jan. & July.	'71-'81	101 1/2		—Canal Stocks	2,607,300	6	J. A. J. & O.	1872	108 1/2			
	Oct. '61 (10 or 20yr)		6	"	'72-'82				5,726,800	6	"	"	1873	102 1/2		
	Nov. 1863	7,512,692	6	"	1883				2,250,000	6	"	"	1874	102 1/2		
	My '64 (10 or 20yr)		6	April & Oct.	'74-'78				500,000	6	"	"	1875			
	May 1, 1865, (free)		6	"	1885				900,000	6	"	"	1877			
	(various) registered	867,500	6	Various.	Var.				2,085,800	5	"	"	1874			
Florida—State Bonds		500,000	8	Jan. & July.	Var.			—Bounty Stock	3,767,000	7	Jan. & July.	1877				
			7	"	Var.			Bonds	22,186,000	7	"	"	1877	106 1/2		
Georgia—State Bonds (W. & A. R. R.)		100,000	7	Jan. & July.	1870	88 1/2		North Carolina—State Bonds (old)	8,511,000	6	J. & J. O. & O.	1879	91	45 1/2		
	" " " "	176,000	7	May & Oct.	1870			— " " " " " " " " " "	3,959,046	6	"	"	1892	98	23 1/2	
	(Act March 12, 1866)	3,164,500	7	Jan. & July.	1886			— " " " " " " " " " "	8,200,000	6	Jan. & July.	1900				
	(W. & A. R. R.)	1,519,000	6	"	'68-'74	81		— " " " " " " " " " "	2,439,900	6	Jan. & July.	1868	39 1/2			
	(Atl. and Gulf R. R.)	75,000	6	May & Oct.	1874			Ohio—State Loan (New York)	2,026,171	6	Jan. & July.	1870	100			
	(sterling)	72,000	5	Feb. & Aug.	'78-'86			— " " " " " " " " " "	1,800,000	6	"	"	1875	102		
Illinois—New Internal Improvement Stock		1,635,954	6	Mar. & Sept.	1869			— " " " " " " " " " "	4,095,309	6	"	"	1881	100 1/2		
	Interest Bonds	996,649	6	Jan. & July.	1870			— " " " " " " " " " "	2,400,000	6	"	"	1886	102 1/2		
	Liquidation Bonds	193,400	6	"	1865			—Union Loan (Columbus)	400,000	6	May & Nov.	1871				
	Refunded Stock	965,900	6	"	'69-'77	100		Oregon—Bounty Bonds	94,015	7	Jan. & July.	1884				
	Thornton Loan Bonds	104,000	6	"	1869			—Relief Bonds	82,142	7	"	"	1874			
	War Loan Bonds	543,200	6	"	1879	100		Pennsylvania—State Stocks	2,797,910	5	Various.	Due.				
	Ill. and Mich. Canal	792,222	6	"	1870				1,642,128	5	Jan. & July.	1870	100			
	(sterling) registered	635,367	6	"	1870			—Coupon Loans	4,724,000	5	Various.	1872	82	108 1/2		
Indiana—State Stock		2,322,925	6	Jan. & July.	1866				112,000	4 1/2	Jan. & July.	1882				
	—War Loan Bonds	210,000	6	May & Nov.	1888			—Inclined Plane Loan	400,000	6	April & Oct.	1879	103 1/2			
Iowa—State Bonds of 1868		200,000	7	Jan. & July.	1868			—Redemption Loan of 1897	4,907,150	6	Feb. & Aug.	1872	102 1/2			
	—War and Defense Bonds of 1861	300,000	7	"	1881				7,909,600	6	"	"	1877	104		
Kansas—War Bonds, 1861-'67		750,000	7	Jan. & July.	'78-'97				2,273,050	6	"	"	1882	106 1/2		
	—Territorial Debt Bonds	100,000	6	July.	'83-'84			—Military Loan	910,200	5	"	"	1871	87		
Kentucky—State Bonds		1,421,000	6	April & Oct.	'71-'72	99		Rhode Island—War Loan of 1861	80,500	6	April & Oct.	1871	104 1/2			
		339,000	6	May & Nov.	1879			— " " " " " " " " " "	1,167,000	6	Mar. & Sept.	1882	99			
	—Military Bonds	160,000	6	April & Oct.	'69-'73			— " " " " " " " " " "	214,000	6	April & Oct.	1883	99			
Louisiana—State Bonds (Schools, &c.)		635,000	6	Various.	'80-'93			— " " " " " " " " " "	776,000	6	Jan. & July.	1893	99			
	(Railroads)	634,500	6	Jan. & July.	1893			— " " " " " " " " " "	881,000	6	Feb. & Aug.	1894	101 1/2			
	(Charity Hospital)	80,000	6	Mar. & Sept.	1872	67 1/2		South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870				
	(Levees)	1,000,000	6	Various.	1880			— " " " " " " " " " "	484,445	5	"	"	1868			
	" (1867)	2,414,000	6	May & Nov.	1907	72		—State House Loans	2,386,000	6	Jan. & July.	'71-'90	100			
	" (1868)	3,000,000	6	"	1908	87		—Blue Ridge R. R.	1,000,000	6	"	'75-'79	100			
	(Funding)	404,800	6	Various.	'86-'88	65 1/2		—Funding Bonds	1,282,971	6	"	'70-'90	69 1/2			
Maine—Civil Loans		250,000	6	Mar. & Sept.	'69-'74	97 1/2		Tennessee—State Bonds	1,898,640	5	April & Oct.	Var.				
		171,000	6	Various.	'75-'78				289,160	5 1/2	"	"	"			
	—War Loan of 1861	800,000	6	"	1871	100		— " " " " " " " " " "	1,706,000	6	"	"	"			
	1863	525,000	6	Mar. & Sept.	1883	97 1/2		—Railroad Loans	25,908,000	6	Jan. & July.	long.	64 1/2			
	1864	2,532,500	6	June & Oct.	1889	98 1/2		—Railroad Endorsements	2,172,000	6	"	Var.				
	—Bounty Loan of 1863	476,000	6	Feb. & Aug.	1880	98 1/2		—Funding Bonds	4,977,950	6	"	"				
Maryland—Sterling Bonds of 1858		802,000	5	J. A. J. & O.	1865			Texas—No legal debt.								
		2,252,112	5	"	'89-'90			Vermont—State Bonds	1,028,000	6	June & Dec.	'71-'75	109			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	85 1/2
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	92 1/2	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7 1/2	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....	....	....	....	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....	Central of Georgia:						
Androscoggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	160
1st Mortgage (New York).....	7	7	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	106
1st Mortgage (Pennsylvania).....	7	7	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	102 1/2
1st Mortgage (Ohio).....	6,900,000	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84 1/2
1st Mortgage (Buffalo Extension)	7	7	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7	7	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	25,010,000	6	Jan. & July.	New York.	1895	90 1/2
2d Mortgage (New York).....	7	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7	"	"	1885	....
2d Mortgage (Pennsylvania).....	3,000,000	7	"	London.	1882	....	Convertible bonds.....	1,500,000	7	"	"	1883	100
2d Mortgage (Ohio).....	7	7	Jan. & July.	"	1883	....	National Loan.....	25,881,900	6	"	"	1895	....
1st Consolidated Mortgage.....	20,000,000	7	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	6 1/2	"	"	18—	....	1st Mortgage for \$600,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7 1/2	"	"	18—	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1870	....
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000	—	& —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	6	May & Nov.	New York.	1900	90	
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	99 1/2	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	93 1/2
2d Mortgage, sterling.....	885,500	6 1/2	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94	1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	"	"	1880	95 1/2	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1898	103
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	94 1/2	Income bonds (2d Mortgage).....	1,078,000	7	April & Oct.	"	1883	92 1/2
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	109
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
Bellevue:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
Bellevue and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87	1st Mortgage S. F.....	2,500,000	7	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....	7	7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee, (45 m'ls):						
Boston and Albany:							1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	92 1/2
Sterling Loan.....	2,051,520	5	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98 1/2
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	91
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	96 1/2
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99 1/2	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89 1/2	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	37 1/2
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	55	Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (new) for \$20,000,000	7	7	Jan. & July.	"	1899	23 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	100
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	955,000	7	May & Nov.	"	1875	96
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1898	99
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	1st Mort. (Chi. & Mil. R. W. 85 m)	1,129,000	7	Jan. & July.	"	1898	....
Wharf purchase bonds.....	200,000	6	"	"	1879	97 1/2	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	98
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	80
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	60	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	80 1/2
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	85	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	91	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884
2d Convertible bonds.....	600,000	7	"	"									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91½	3d Mortgage.....	6,000,000	7	" "	" "	1883	90
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1890	84
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	80
2d Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
3d Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100	Sterling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	
4th Mortgage (Clev. and Tol.)....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund....	15,000,000	7	April & Oct.	New York.	1908	83½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
1st Mortgage.....	821,000	7	May & Nov.	New York.	1886	64	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
2d Mortgage.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hooking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1899		Flint and Pere Marquette:						
Connection and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	95	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, first.....	295,000	7	" "	" "	76-77	93½	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100
Connecticut River:							2d Mortgage.....	1,955,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1873	93	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan £573,688.....	2,782,387	6*	" "	Ottawa.		
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	73-76	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds £547,000.....	2,652,950	5½*	" "	" "	77-78	
Dayton and Union:							Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	90
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	82
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	104½
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	860,000	8	" "	" "	1874	104
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Ten per cent. Loan.....	500,000	10	" "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mort. (Quincy and Palmyra).....	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	96	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	96
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempford:						
Bonds of June 30, 1866, (cons.).....	1,861,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
2d Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
3d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
1st Mortgage (construction).....	600,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.::						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,187,500	7	April & Oct.	New York.	1875	107
East Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	138,400	7	" "	" "	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		Iowa River:						
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	
3d Mortgage, convertible.....	733,000	6	Feb. & Aug.	Boston.	1874	100½	Jackson, Lansing and Saginaw:						
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	96½	Jeffersonville (J. M. & I.):						
Edgemoor and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian.:						
Windsor and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	90½	Joliet and Chicago:						
Income Bonds.....	870,000	5	April & Oct.	" "	1872	58½	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	106
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)...	1,000,000	6*	Jan. & July.	London.	1888		1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	2d Mortgage, Sterling.....	1,669,800	6*	Jan. & July.	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67.	556,421	8	"	Mobile.	1891	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	129,000	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufaula:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	Jan. & July.	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	98
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	380,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	94½	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1873	94	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	100,000	6*	"	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '83):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincinnati and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1883	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	New London Northern:						
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1883	....
Louisville, N. Albany & Chicago.							N. Orleans, Jackson & Gt. North.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	562,000	6	"	"	1883	89
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	86
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95½	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	Baltimore.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	....
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	78½	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	83
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101½
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	91½
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	117	North Eastern:						
Michigan Southern & North Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	99	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	"	"	1877	95½	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93½	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1865	83½
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1868	66
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattell Mortgage.....	360,000	10	April & Oct.	"	1887	113
3d Mortgage, (")	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	276,500	7	May & Nov.	"	18—	94
Milwaukee and St. Paul:							North Shore, L. I.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	83	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	105½	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	....
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	94½	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	86	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	89½
Mississippi Central:							Consol. Mort. for \$5,000,000.....	1,874,000	6*	Jan. & July.	"	1900	93
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1854.....	120,600	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....	3d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90
New Loan for \$800,000.....		8	"	"	1887	.....	Consolidated Bonds.....	300,000	6	"	"	1895	.....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	96
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	97½	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	.....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	86	3d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	.....
Consolidated Mort. sterling.....	\$83,420	...	"	London.	1898	.....	Bridge (O. & P. R. R.) bonds...	2,000,000	7	April & Oct.	"	1912	92
Oil Creek and Allegheny River:							1st Mortgage.....	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	81½	Playville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	2d Mortgage.....	525,000	10*	"	"	1894	.....
Company Bonds.....	458,000	6	April & Oct.	"	1875	95	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	74½	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	8½
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	84	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	79	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	75½	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,962	6	"	"	1887	.....	Equipment Bonds, convertible..	296,000	7	"	"	1876	.....
Osage Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1883	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Oswego and Rome.							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O..	350,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	70
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	96½	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	96½	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	.....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97½	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	.....
Paranas:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	.....
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875	.....	Rich. Frederickburg & Potomac:	67,778	6*	Jan. & July.	London.	1875	.....
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872	.....	Company Bonds, sterling.....	172,800	7	"	Richmond.	1875	.....
General Mortgage, Sterling.....	2,899,320	7*	April & Oct.	"	1897	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	.....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888	.....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Femberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	— & —	New York.	18—	.....
1st Mortgage for \$16,000 per m..	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	.....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	Rockford, R. Island & St. Louis:						
2d Mort. { Harrisb. to Pittsb. }	2,584,000	6	April & Oct.	"	1875	100½	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	.....
2d Mort. { Harrisb. to Pittsb. }	2,283,840	6	"	London.	1875	102½	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1875	96½	1st Mortgage.....	1,384,000	7	— & —	New York.	18—	.....
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	.....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures...	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	.....	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	.....
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1890	.....
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	92½	1st Mort. (Potsdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74	.....
Pennacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	20
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	.....
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	10
Perkiomen:							1st Mortgage (in Iowa 52 m.)	150,000	10	"	"	1882
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	70	2d Mortgage (" " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 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AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr.&Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class.....	850,000	7	{ or	"	1890	....
1st Mortgage.....	79,875	...	— & —	— & —	....	....	" " 3d class.....	154,000	7	{ Jan.&Jul.	"	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 4th class.....	1,263,000	7		"	1890	....
3d Mortgage.....	665,000	....	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	404,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	" "	"	1868	74
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....	3d Mortgage (Enlarged).....	990,000	6	" "	"	1884	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....	Income Bonds.....	138,500	6	" "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" "	"	1890	80
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sloux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" "	" "	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	97
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Sterling Bonds \$59,031.....	282,366	5*	" "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,016	6	" "	" "	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	97 1/2
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Western (Boston and Albany)						
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" "	Boston.	1875	101
1st Mort. (\$16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" "	"	1890	77
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	" "	"	1890	87
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$300,000, end. by W.Co.	300,000	6	" "	"	1890	81
3d Mort. (for City Point R. R.) ..	175,000	6	" "	" "	'65-'68	....	New Preferred mortgage.....	600,000	6	" "	"	1890	59
4th Mortgage	317,000	6	" "	" "	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	.....	8	" "	New York.	'84-'90	....	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6	" "	"	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89 1/2	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81 1/2
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	.....	8	" "	"	1897	64 1/2
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	148,000	7	" "	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86 1/2	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89 1/2
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	82	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	83	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	68	Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1888	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	Delaware Division:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	" "	1878	85	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	" "	" "	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equip'mt Bonds (T. & W. 75m.) ..	600,000	7	" "	" "	1883	78 1/2	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. W. & W. 499 m.) ..	2,332,000	7	F. M. A. & N.	" "	1907	82 1/2	Delaware and Raritan (See Cam den and						
Troy and Boston:							Erie of Pennsylvania.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Interest Bonds.....	161,900	7	" "	"	18—	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	2d Loan	5,606,100	6	" "	"	1884	85
Troy Union:							3d Loan	2,000,000	6	" "	"	1897	91
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Gold Loan.....	2,000,000	6*	" "	"	1894	....
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	Convertible Loan.....	5,000,000	6*	June & Dec.	"	1897	87 1/2
Union Pacific:							1,496,879	6*	" "	"	1877	78 1/2	
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	77 1/2	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	" "	" "	'95-'99	70	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	70	2d Mortgage.....	57,000	6	" "	"	18—	....
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	66	Morris (and Banking):						
Union Pacific—Central Branch:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83 1/2
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	2d Mortgage.....	302,750	6	" "	"	1876	76
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	....	Boat Loan.....	232,087	6	" "	"	1885	71
Union Pacific—Eastern Division:							North Branch:						
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	Schuylkill Navigation:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	" "	'95-'97	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are distinguished by a "L."

Years ending	Railroad			Boiling Stock		Property and Assets		Liabilities			Operations			Earnings		Value of Shares										
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Pass.	R. M. E.	Freight.	Company.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.		Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Not.	Dividends.	Market.
				M.	M.																					
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
June 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Sept. 30, 1899	37.0	0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0												

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "null," and running dots (....) signify "not ascertainable."*

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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

ring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the columns headed "Income," "Dividends," "Debts," "Mileage," or "Rolling Stock," indicates that such item is not included in the list.

Railroad	Mileage	Rolling Stock	Income	Dividends	Debts	&c.	&c.
Atlantic Coast Line R.R.	100	-	100	100	100	100	100
Baltimore & Annapolis R.R.	100	-	100	100	100	100	100
Baltimore & Ohio P.R.	100	-	100	100	100	100	100
Chesapeake Beach R.R.	100	-	100	100	100	100	100
D.C. Suburban R.R.	100	-	100	100	100	100	100
Farm Branch R.R.	100	-	100	100	100	100	100
Frederick & Potomac R.R.	100	-	100	100	100	100	100
Georgetown R.R.	100	-	100	100	100	100	100
Hagerstown R.R.	100	-	100	100	100	100	100
Harlem R.R.	100	-	100	100	100	100	100
Harrisburg R.R.	100	-	100	100	100	100	100
Hawkins R.R.	100	-	100	100	100	100	100
Hempstead Harbor R.R.	100	-	100	100	100	100	100
Honolulu R.R.	100	-	100	100	100	100	100
Iowa Falls R.R.	100	-	100	100	100	100	100
Jacksonville R.R.	100	-	100	100	100	100	100
Kalamazoo R.R.	100	-	100	100	100	100	100
Lafayette R.R.	100	-	100	100	100	100	100
Lancaster R.R.	100	-	100	100	100	100	100
Lehigh Valley R.R.	100	-	100	100	100	100	100
Long Island R.R.	100	-	100	100	100	100	100
Lowell R.R.	100	-	100	100	100	100	100
Lyons R.R.	100	-	100	100	100	100	100
Manassas R.R.	100	-	100	100	100	100	100
Marquette R.R.	100	-	100	100	100	100	100
Massachusetts R.R.	100	-	100	100	100	100	100
Metropolitan R.R.	100	-	100	100	100	100	100
Michigan Central R.R.	100	-	100	100	100	100	100
Minneapolis & St. Paul R.R.	100	-	100	100	100	100	100
Missouri Pacific R.R.	100	-	100	100	100	100	100
New England R.R.	100	-	100	100	100	100	100
New York Central R.R.	100	-	100	100	100	100	100
Norfolk & Western R.R.	100	-	100	100	100	100	100
Oregonian R.R.	100	-	100	100	100	100	100
Pennsylvania R.R.	100	-	100	100	100	100	100
Piedmont R.R.	100	-	100	100	100	100	100
Pittsburgh R.R.	100	-	100	100	100	100	100
Puerto Rico R.R.	100	-	100	100	100	100	100
Railroad Commission	100	-	100	100	100	100	100
Railroad Labor Union	100	-	100	100	100	100	100
Railroad Retirement Fund	100	-	100	100	100	100	100
Railroad Safety Fund	100	-	100	100	100	100	100
Railroad Unemployment Fund	100	-	100	100	100	100	100
Railroad Workers' Union	100	-	100	100	100	100	100
Railroads of the United States	100	-	100	100	100	100	100
Railroads of Virginia	100	-	100	100	100	100	100
Railroads of West Virginia	100	-	100	100	100	100	100
Railroads of Wisconsin	100	-	100	100	100	100	100
Railroads of Wyoming	100	-	100	100	100	100	100
Railroads of the District of Columbia	100	-	100	100	100	100	100
Rail							

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CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses & d. mules.	Carrs.	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings.		Dividends on paid Capital.	Value of Shares.			
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.	
Sept. 30, '89	7.25	No. 94	No. 14	Albany..... N.Y.	150,309	99,800									
Nov. 30, '89	1.05			Albany st. Freight (B'ton). Mass.	49,749	160,000									
Oct. 31, '89	3.41	11	4	Allentown..... Pa.	27,739	30,314									
Dec. 31, '88	31.00	479	73	Baltimore City..... Md.											
Sept. 30, '89	22.00	400	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267					
Nov. 30, '89	2.56			Boston and Chelsea..... Mass.	110,000	110,000				8,800	64				
Nov. 30, '89	3.06			Boston & West Roxbury. Mass.	41,000	41,000									
Sept. 30, '89	10.76	185	46	Broadway (Brooklyn)..... N.Y.	302,050	200,000	100,000	11,206	123,662	29,881	8.0				
Sept. 30, '89	16.00	775	103	B'way & 7th Av. (N.Y.C.) N.Y.	522,895	1,500,000	1,500,000	100,000	713,423	232,733	4.0				
Sept. 30, '89	7.00			Brooklyn, Bath & Coney I. N.Y.	179,789	100,000	80,000		30,153	Loss.					
Sept. 30, '89	72.00	1321	271	Brooklyn City..... N.Y.	1,967,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0				
Sept. 30, '89	11.00	178	37	Brooklyn City & Newtown N.Y.	600,000	596,000	4,000	34,438	134,615	21,999					
Sept. 30, '89	19.25	22	8	B'klyn. Prosp. P. & Flatb. N.Y.	537,944	261,400	278,000		72,720	5,718					
Sept. 30, '89	4.50			B'klyn Flatb. & Coney Isl. N.Y.		10,000	100,000	(Not in operation.)							
Sept. 30, '89	15.21	180	51	Buffalo street..... N.Y.	327,661	56,300	316,500	6,457	100,428	18,957					
Sept. 30, '89	11.50	87	13	Bushwick (Brooklyn)..... N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.					
Nov. 30, '89	25.52			Cambridge (Boston)..... Mass.	734,670	727,800	150,000	94		77,500					
Sept. 30, '89	1.76	20	4	Central City (Syracuse)..... N.Y.	29,714	21,130	6,000		18,254	3,229	7.0				
Sept. 30, '89	36.00	731	125	Cen. P. N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997					
Oct. 31, '89	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			240,236	81,318	364	50	191	191	191
Oct. 31, '89	9.06	139	26	Citizens' (Pittsburg)..... Pa.	234,427	184,000	50,000	7,700	145,598	38,078	191	50	44	44	44
Sept. 30, '89	14.83	212	16	Coney Island (Brooklyn)..... N.Y.	647,364	500,000	214,000	29,131	144,047	13,067					
Sept. 30, '89	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	859,120	1,200,000	700,000		738,600	180,104					
Sept. 30, '89	3.50			Dunkirk and Fredonia..... N.Y.	42,643	34,825		1,337	8,480	4,162	3				
Oct. 31, '89	1.64	12	3	Easton and S. Easton..... Pa.	25,230	29,562			8,565	1,237	24	25	20	20	20
Sept. 30, '89	19.00	851	167	Eighth Avenue (N.Y. City) N.Y.	1,627,023	1,000,000	203,000		835,447	200,354	12.0				
Oct. 31, '89	2.26	18	4	Elrie City..... Conn.	32,915	18,550	17,272		12,444	2,749	50	91	91	91	91
Sept. 30, '89	2.70	10	4	Fifth Ward (Syracuse)..... N.Y.	43,301	29,285	10,000		10,403	456					
Sept. 30, '89	9.63	50	10	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	260,000		376,903	112,240	10.0				
Oct. 31, '89	16.36	273	45	Frankford & Southwark (Ph.) Pa.	762,441	491,750	198,000		308,138	61,719	64	50	491	40	40
Sept. 30, '89	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,053	42,500	12,700	2,000	12,598	545					
Oct. 31, '89	34.25	360	59	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		348,021	123,493	191	50	15	31	31
Oct. 31, '89	5.40	135	25	Girard College (Phila.)..... Pa.	173,667	170,000			136,885	35,507	10	50	17	45	45
Sept. 30, '89	8.0			Grand st. & Middle Vil. N.Y.	75,000	125,000	190,000		37,890	10,205					
Sept. 30, '89	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		82,066	7,093					
Oct. 31, '89	5.09	198	39	Green and Coates st. (Phila.) Pa.	239,748	150,000	100,000		176,078	39,959	7.0	50	15	45	45
Sept. 30, '89	10.00	11	5	Harlm. Br. Morr. & F'dham. N.Y.	255,225	114,010	130,000	3,000	72,802	4,770					
Oct. 31, '89	2.14	19	6	Harrisburg City..... Pa.	60,111	41,995	9,950	1,955	7,280	222	25	24	24	24	24
Dec. 31, '89	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000									
Oct. 31, '89	14.10	339	56	Heat, Mant. & F'mount (Ph.) Pa.	470,619	306,390	164,400	1,500	283,927	63,060	24	50	7	16	16
Dec. 31, '88				Hoboken and Weehawken N.J.											
Sept. 30, '88	2.50			Hudson Av. (Brooklyn)..... N.Y.	161,535	106,700	74,000	9,272							
Dec. 31, '88	10.47			Jersey City & Bergen Point N.J.											
Sept. 30, '89	3.56	27	9	Kingston and Rondout..... N.Y.	77,494	75,000			22,390	2,405					
Oct. 31, '89	5.20	113	17	Lombard and South st. (Ph.) Pa.	118,892	90,000	62,500	11,462	78,378	6,258	25	9	9	9	9
Nov. 30, '89	4.04	49	9	Lowell Horse..... Mass.	70,000	55,830			31,469	6,385	2.0	100	100	38	38
Nov. 30, '89	12.61	225	33	Lynn and Boston..... Mass.	274,331	200,000	50,000	41,952	166,752	14,010					
Nov. 30, '89	3.75			Malden and Melrose (B'tn). Mass.	60,264	49,224			oper. M' dilex.						
Nov. 30, '89	1.00			Marginal Freight (Boston). Mass.	190,646	119,000		33,636	13,679						
Nov. 30, '89	3.34			Medford & Charlestown (B'tn). Mass.	36,600	21,000	4,500		oper. M' dilex.						
Nov. 30, '89	5.11	39	6	Merrimac Valley..... Mass.	42,468	50,000		6,201	28,732	Loss.					
Sept. 30, '89	6.00	58	13	Metropolitan (Brooklyn)..... N.Y.	361,500	194,000	191,900	7,000	34,108	6,299					
Nov. 30, '89	44.18	914	18	Metropolitan (Boston)..... Mass.	1,594,492	1,250,000	235,457		821,332	134,567	10.0				
Nov. 30, '89	7.12	244	49	Middlesex (Boston)..... Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0				
Sept. 30, '89	12.20	172	33	Ninth Avenue (N.Y. City) N.Y.	474,198	797,320	167,000		110,179	3,330					
Nov. 30, '89	3.31	16	6	Northampton & W'mburg. Mass.	300,000	300,000		2,608	9,757	Loss.					
Nov. 30, '89	2.11	7	2	North Woburn (Boston)..... Mass.	27,862	20,000	8,000	4,090	6,772	1,312					
Oct. 31, '89	7.25	81	14	Oakland & E. Liberty (Ph.) Pa.	118,892	69,500	17,000	50,163	47,781	8,462	50	50	50	50	50
Dec. 31, '89	17.29	167	28	Orange and Newark..... N.J.	800,000	300,000	500,000		169,088	29,747					
Dec. 31, '88	3.81			Passenger (Cin.)..... O.	100,000	100,000									
Oct. 31, '89	9.64	32	9	Peoples' street (Scranton)..... Pa.	126,001	125,230			27,721	8,213	5				
Oct. 31, '89	7.07	292	46	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20	50	15	44	44
Oct. 31, '89	5.65	124	23	Philadelphia and Darby..... Pa.	258,419	200,000	57,000		40,434	13,645	20	20	12	12	12
Oct. 31, '89	12.88	47	13	Philadelphia & Gray's Ferry Pa.	295,001	285,307	5,500		86,642	26,355	8	50	25	24	24
Oct. 31, '89	8.25	183	25	Pbg., Allegheny & Manch. Pa.	144,119	140,000	23,000	2,433	134,686	40,063	61	50	35	35	35
Oct. 31, '89	5.20	90	15	Pittsburg and Birmingham. Pa.	114,691	88,000	10,600	44,931	81,702	9,009	64	50	44	44	44
Dec. 31, '88	6.88	92	16	Portland..... Me.	160,300	160,300		600	45,007	12,069	7				
Oct. 31, '89	8.00	51	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		41,495	9,677	50	25	25	25	25
Sept. 30, '89	10.00	70	20	Rochester and Brighton..... N.Y.	84,564	60,000	15,000	7,208	34,015	Loss.					
Sept. 30, '89	3.00	55	13	Sackett, Hoyt & Bergen st. N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.					
Nov. 30, '89	9.58	50	11	Salem and Danvers..... Mass.	192,300	150,000	35,600	15,354	41,144	3,997					
Oct. 31, '89	3.48			Schuylkill River (Phila.)..... Pa.	47,463	50,000					50	5	5	5	5
Sept. 30, '89	16.00	634	96	Second Avenue (N.Y. City) N.Y.	1,914,447	881,700	1,015,000		527,472	108,834					
Oct. 31, '89	34.00	500	72	2d and 3d street (Phila.)..... Pa.	640,529	573,387	109,300	10,000	401,156	68,532	10	50	30	57	57
Oct. 31, '89	5.62	127	19	17th and 19th street (Phila.) Pa.	119,668	160,000		7,408	105,467	29,407	50	16	21	21	21
Sept. 30, '89	9.38	649	78	Sixth Avenue (N.Y. City) N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10				

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.		Amount out- standing.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.					
Atlantic and St. Lawrence* guar.	\$1,919,000	7	7	....
Baltimore and Ohio, pref.	2,494,000	4	4	....
Berkshire,* guaranteed.	3,000,000	6	6	....
Blossburg and Corning,*	600,000	7	7	....
Boston, Concord and Montreal, pref.	250,000	5	5	....
Buffalo, N. York and Erie,* guar.	1,340,000	6	6	75 1/2	
Camden and Atlantic, pref.	950,000	7	7	74 1/2	
Catawissa,* pref. and guar.	600,000	7	7	....
Dayuga and Susquehanna,* guar.	2,200,000	7	7	76 1/2	
Delmar Rapids & Missouri,* preferred and guaranteed.	599,110	9	9	....
Central (Ohio, preferred)	755,000	7	7	....
hemung,* guar.	400,000	7	7	29	
heshire, preferred.	380,000	8	6	....
Chicago and Alton, pref.	2,017,815	7	3	....
Chicago, Iowa and Nebraska,* guar.	2,425,400	7	10	117	
Chicago and Northwestern, pref.	2,600,000	10	10	....
Cleveland and Mahoning,* guar.	20,370,293	7	7	85 1/2	
Cleveland and Toledo,* guar.	2,056,000	7	7	....
Checho, preferred.	6,250,000	3 1/2	3 1/2	....
Connecticut and Passumpsic Rivers, preferred.	177,750	8	8	....
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	87 1/2	
Connecticut and Passumpsic Rivers, preferred.	241,900	8	8	114 1/2	
Connecticut and Passumpsic Rivers, preferred.	242,000	8	8	....
Connecticut and Passumpsic Rivers, preferred.	594,261	6	6	....
Connecticut and Passumpsic Rivers, preferred.	1,500,000	6	6	....
Connecticut and Passumpsic Rivers, preferred.	1,988,170	7	7	97 1/2	
Connecticut and Passumpsic Rivers, preferred.	330,308	7	7	....
Connecticut and Passumpsic Rivers, preferred.	492,500	8	8	....
Connecticut and Passumpsic Rivers, preferred.	500,000	5	5	....
Connecticut and Passumpsic Rivers, preferred.	500,000	5	5	....
Connecticut and Passumpsic Rivers, preferred.	500,000	7	7	79	
Connecticut and Passumpsic Rivers, preferred.	8,538,910	7	7	46 1/2	
Connecticut and Passumpsic Rivers, preferred.	100,000	10	10	....
Connecticut and Passumpsic Rivers, preferred.	5,078,224	7	7	99	
Connecticut and Passumpsic Rivers, preferred.	1,182,550	7	7	105 1/2	
Connecticut and Passumpsic Rivers, preferred.	1,180,000	8	4	....
Connecticut and Passumpsic Rivers, preferred.	190,750	7	3 1/2	....
Connecticut and Passumpsic Rivers, preferred.	1,500,000	7	7	....
Connecticut and Passumpsic Rivers, preferred.	300,000	8	8	....
Connecticut and Passumpsic Rivers, preferred.	500,000	7	7	....
Connecticut and Passumpsic Rivers, preferred.	2,646,100	7	7	....
Connecticut and Passumpsic Rivers, preferred.	848,700	9	9	99	
Connecticut and Passumpsic Rivers, preferred.	6,586,185	6	20	....
Connecticut and Passumpsic Rivers, preferred.	4,051,744	9	9	....
Connecticut and Passumpsic Rivers, preferred.	1,000,000	10	10	....
Connecticut and Passumpsic Rivers, preferred.	586,800	10	10	....
Connecticut and Passumpsic Rivers, preferred.	323,375	10	10	....
Connecticut and Passumpsic Rivers, preferred.	9,744,268	7	74	....
Connecticut and Passumpsic Rivers, preferred.	3,775,000	8	8	....
Connecticut and Passumpsic Rivers, preferred.	282,250	12	12	....
Connecticut and Passumpsic Rivers, preferred.	1,344,000	2	2	....
Connecticut and Passumpsic Rivers, preferred.	1,500,000	8	8	134 1/2	
Connecticut and Passumpsic Rivers, preferred.	1,000,000	6	6	....
Connecticut and Passumpsic Rivers, preferred.	155,000	8	8	....
Connecticut and Passumpsic Rivers, preferred.	1,037,000	8	8	108 1/2	
Connecticut and Passumpsic Rivers, preferred.	3,500,000	7	7	73	
Connecticut and Passumpsic Rivers, preferred.	630,000	5	5	....
Connecticut and Passumpsic Rivers, preferred.	248,000	5	5	....
Connecticut and Passumpsic Rivers, preferred.	1,200,000	6	6	....
Connecticut and Passumpsic Rivers, preferred.	5,998,700	7	7	....
Connecticut and Passumpsic Rivers, preferred.	1,551,800	10	10	....
Connecticut and Passumpsic Rivers, preferred.	999,120	10	10	....
Connecticut and Passumpsic Rivers, preferred.	450,000	6	6	6 by 8 to	
Connecticut and Passumpsic Rivers, preferred.	202,400	6	6	8 by 10 to	
Connecticut and Passumpsic Rivers, preferred.	1,500,000	6	6	11 by 14 to	
Connecticut and Passumpsic Rivers, preferred.	350,000	7	7	14 by 16 to	
Connecticut and Passumpsic Rivers, preferred.	142,900	7	7	18 by 22 to	
Connecticut and Passumpsic Rivers, preferred.	567,560	7	7	20 by 30 to	
Connecticut and Passumpsic Rivers, preferred.	2,040,000	7	7	24 by 31 to	
Connecticut and Passumpsic Rivers, preferred.	445,566	7	81	25 by 36 to	
Connecticut and Passumpsic Rivers, preferred.	578,000	6	6	30 by 46 to	
Connecticut and Passumpsic Rivers, preferred.	869,450	5	5	32 by 50 to	
Connecticut and Passumpsic Rivers, preferred.	1,300,000	5	5	Above.....	
Connecticut and Passumpsic Rivers, preferred.	1,700,000	7	7	(The above)	
Connecticut and Passumpsic Rivers, preferred.	1,000,000	7	7	French Wm.	
Connecticut and Passumpsic Rivers, preferred.	274,000	7	7	(S)	
Connecticut and Passumpsic Rivers, preferred.	2,500,000	8	8	6 by 8 to 8	
Connecticut and Passumpsic Rivers, preferred.	1,408,300	7	7	8 by 11 to 11	
Connecticut and Passumpsic Rivers, preferred.	200,000	5	5	11 by 14 to 14	
Connecticut and Passumpsic Rivers, preferred.	317,050	5	5	14 by 16 to 16	
Connecticut and Passumpsic Rivers, preferred.		2	2	18 by 22 to 22	
Connecticut and Passumpsic Rivers, preferred.		8	8	20 by 28 to 28	
Connecticut and Passumpsic Rivers, preferred.		10	10	26 by 34 to 34	
Connecticut and Passumpsic Rivers, preferred.		6	6	28 by 36 to 36	
Connecticut and Passumpsic Rivers, preferred.		34	34	28 by 48 to 48	
Connecticut and Passumpsic Rivers, preferred.		32	32	30 by 50 to 50	
Connecticut and Passumpsic Rivers, preferred.		34	34	32 by 60 to 60	
Connecticut and Passumpsic Rivers, preferred.		36	36	34 by 68 to 68	
Connecticut and Passumpsic Rivers, preferred.		40	40	36 by 80 to 80	
Connecticut and Passumpsic Rivers, preferred.		91	91	(S)	
COAL STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$774,400	7	7	....

WHOLESALE PRICE CURRENT.
IRON—DUTY: Bore 1 1/2

WHOLESALE PRICE CURRENT.
IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.
 Pig, Scotch. No. 1

Pig, Scotch, No. 1.....	per ton	30	@	34	—
Pig, American, No. 1.....	per ton	30	@	29	—
Pig, American, No. 2.....	per ton	27	@	28	—
Pig, American, Forge.....	per ton	27	@	28	—
Bar, Refined, English and American.....	per lb.	—	@	75	—
Bar, Swedes, assorted sizes.....	per lb.	—	@	100	—
Bar, Swedes, ordinary sizes.....	per lb.	—	@	110	—
Bar, Refined.....	per lb.	75	@	80	—
Bar, Common.....	per lb.	70	@	72 50	—
Scroll.....	per lb.	97 50	@	125	—
Ovals and Half-round.....	per lb.	97 50	@	125	—
Band.....	per lb.	92 50	@	95	—
Horse Shoe.....	per lb.	95	@	—	—
Loop.....	per lb.	82 50	@	—	—
Mail Rod.....	per lb.	102 50	@	140	—
Sheet, Russia, as to No.'s.....	per lb.	—	@	—	61
Sheet, Single D. and T. Common.....	per lb.	104	@	—	11
Sheet, English.....	per lb.	44	@	—	6
Sheets, American, at Works in Penna.....	per lb.	56	@	58	—
Anvils, (Eagle).....	per lb.	—	@	73	—
FEEL-DUTY: Bars and Ingots, valued at 7 cents per cent. ad val.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices.).....	per lb.	—	@	8	—
English, Cast, (2d and 1st quality).....	per lb.	15	@	—	18
English Spring (2d and 1st quality).....	per lb.	7	@	—	10
English Blister (2d and 1st quality).....	per lb.	10	@	—	17
English Machinery.....	per lb.	11 1/2	@	—	14
American Blister "Black Diamond".....	per lb.	13	@	—	15
American, Cast, Tool, do.....	per lb.	—	@	12	—
American, Spring, do.....	per lb.	16	@	—	17
American Machinery, do.....	per lb.	9	@	—	11
American German, do.....	per lb.	—	@	12	—
Wrought, Horse Shoe, 2 1/2	per lb.	9	@	—	12
5 cents per lb. (Cash).....	per lb.	—	@	—	—
4d. @10d.....	per 10 lb.	4	37 1/2	@	4 50
Shoe, Forged (No. 10 to 6).....	per lb.	5	87 1/2	@	6
DUTY: Pig, Bars and Block, 15 per cent. ad val.; and Sheets and Terne Plates, 25 per cent. ad val.; (gold).....	per lb.	—	@	—	28
Sh.....	per lb.	39 1/2	@	—	40
Sh.....	per lb.	34 1/2	@	—	34
Fair to good brands.....	per lb.	33 1/2	@	—	34
Charcoal.....	per box	8 62 1/2	@	8 87 1/2	—
Coke.....	per ton	7 37 1/2	@	7 75	—
Terne.....	per ton	6 23	@	7 25	—
Terne.....	per ton	7 75	@	8 25	—
OLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.....	per gallon	—	@	—	—
40 @ 49 gravity (in bulk).....	per gall.	—	@	—	15
40 @ 47 gravity (in shipping order).....	per gall.	—	@	—	18 1/2
1, prime L. S. to W. (110 @115 test).....	per gall.	—	@	—	24 1/2
Standard White (in ship'g order).....	per gall.	—	@	—	27
1, prime White (in shipping order).....	per gall.	—	@	—	31
S. W. (in jobbing lots).....	per gall.	—	@	—	27
S. W. (in tin).....	per gall.	—	@	—	31
Refined, (65 @ 73 gravity).....	per bbl.	4	@	—	2 1/2
SS-DUTY: Cylinder or Window Polished Plate, 10 by 15 inches, 24 cents per sq. foot; larger and 16 by 24 inches, 4 cents per sq. foot; larger and 24 by 30 inches, 6 cents per sq. foot; larger and exceeding 24 by 60 inches, 20 cents per sq. foot; all at, 40 cents per sq. foot; on unpollished Cylinder, square, 1 1/2; over that, and not over 16 by 24, 2 1/2; and, not over 24 by 30, 3 1/2; all over that, 3 cents per sq. foot.	per sq. foot	—	@	—	—
Window.....	per sq. foot	—	@	—	—
(Thick).....	per sq. foot	—	@	—	—
Sizes.....	per sq. foot	—	@	—	—
7 by 9.....	per sq. foot	—	@	—	—
10 by 15.....	per sq. foot	—	@	—	—
12 by 18.....	per sq. foot	—	@	—	—
16 by 24.....	per sq. foot	—	@	—	—
18 by 30.....	per sq. foot	—	@	—	—
24 by 30.....	per sq. foot	—	@	—	—
24 by 36.....	per sq. foot	—	@	—	—
30 by 44.....	per sq. foot	—	@	—	—
32 by 48.....	per sq. foot	—	@	—	—
32 by 56.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
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by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
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by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot	—	@	—	—
by 30.....	per sq. foot	—	@	—	—
by 36.....	per sq. foot	—	@	—	—
by 40.....	per sq. foot	—	@	—	—
by 44.....	per sq. foot	—	@	—	—
by 48.....	per sq. foot	—	@	—	—
by 52.....	per sq. foot	—	@	—	—
by 56.....	per sq. foot	—	@	—	—
by 60.....	per sq. foot	—	@	—	—
Subject to a discount of 55 @ 60 per cent.).....	per sq. foot	—	@	—	—
Window—1st, 2d, 3d and 4th qualities.....	per sq. foot	—	@	—	—
Single Thick.....	per sq. foot	—	@	—	—
by 10.....	per sq. foot	—	@	—	—
by 15.....	per sq. foot	—	@	—	—
by 24.....	per sq. foot				

New York Stock Exchange.
Actual Sale Prices for

Actual Sale Prices for the week ending Jan. 25.

Actual Sale Prices for the week ending Jan. 25.						
	Th.19.	F.20.	Sat.21.	M.22.	Tu.24.	W.25.
Canton Co.						
Central Pacific 6s.	90	90	70	70		
Central of N. Jersey.	90	90	90	90	90	90
Chicago & Alton.	114	103	104	104	104	104
.. 1 M.				116	116	116
.. S. F.					117	116
.. Inc. bds.						
Chicago, Burl. & Q.	152					
.. 8s, 1883					153	
Chic. & Northwestern	71	71		73	75	76
.. pref.	85	83	84	85	85	86
.. 1st M.		96				96
.. S. F.						
.. Consol.	87	87	87		87	
Chic., Rock Isl. & Pac.	105	106	107	106	106	106
Chil., R. I. & Pa. 7s, 1896	97	97	97		97	98
Chic., Col. C. and Ind.	97	97			97	98
Chic. and Pittsburg.		106	105	106	105	105
.. 2 M.						
.. 3 M.						
.. 4 M.						
Chic. and Toledo.			78		96	
.. S. F. 7s.						
Chil., & Ind. C.	18	18	18	18	18	18
.. 1 M.	83	83	83	83	83	83
.. 2 M.						
.. 3 M.						
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.. 199 M.						
.. 200 M.						

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

Th.19. F.20. Sat.21. M.23. Tu.24. W.25

FEDERAL STOCKS:--

U. S. 5s, 1871, reg.	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	107	107	107	107	107
U. S. 5s, 1881, reg.	110	110	110	110	110
U. S. 5s, 1881, coup.	111	111	110	110	111
U. S. 5s, '81, O.W.L. y.	104	104	104	104	104
U. S. 5s, 1881, . . .	108	108	108	108	108
U. S. 5s, 5-20s reg. '62	109	109	109	109	109
U. S. 5s, 5-20s, c. 1862	109	109	109	109	109
U. S. 5s, 5-20s, reg. '64	109	109	109	109	109
U. S. 5s, 5-20s, c. 1864, 108	109	109	109	109	109
U. S. 5s, 5-20s, reg. '65	109	109	109	109	109
U. S. 5s, 5-20s, c. 1865	109	109	109	109	109
U. S. 5s, 5-20s, r. n. '65, 107	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '65, 107	107	107	107	107	107
U. S. 5s, 5-20s, reg. '67, 107	107	107	107	107	107
U. S. 5s, 5-20s, c. 1867, 108	108	108	108	108	108
U. S. 5s, 5-20s, reg. '68	108	108	108	108	108
U. S. 5s, 5-20s, c. '68, 108	108	108	108	108	108
U. S. 5s, Pac.R.R. issue 110	110	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Catawissa	preferred	121	121	116	116	116
Camden and Amboy	121	121	116	116	116	116
.. 6s, 1870	94	94	94	94	94	94
.. 6s, 1875	94	94	94	94	94	94
.. 6s, 1883	94	94	94	94	94	94
.. 6s, 1889	94	94	94	94	94	94
.. mort. 6s, '89	94	94	94	94	94	94
Elmira & Williamsport	94	94	94	94	94	94
.. pref.	94	94	94	94	94	94
.. 7s	94	94	94	94	94	94
Lehigh Navigation	33	33	33	33	33	33
.. 6s, 1884	84	84	84	84	84	84
.. Gold L.	87	87	87	87	87	87
.. R. R. L.	91	91	91	91	91	91
Lehigh Valley R.R.	60	60	60	60	60	60
.. 6s new coup.	94	94	94	94	94	94
.. 6s new reg.	94	94	94	94	94	94
Little Schuylkill R.R.	43	43	43	43	43	43
.. 7s	43	43	43	43	43	43
Minehill	52	52	52	52	52	52
Morris Canal	52	52	52	52	52	52
.. 1st mort.	52	52	52	52	52	52
North Pennsylvania	44	44	44	44	44	44
.. 6s, 1880	98	98	98	98	98	98
.. 7s	94	94	94	94	94	94
.. 10s, 1887	94	94	94	94	94	94
Northern Central	41	41	41	41	41	41
Pennsylvania R. R.	62	62	62	62	62	62
.. 1st M.	100	100	100	100	100	100
.. 2d M.	102	102	102	102	102	102
Penn. State, 6s, 1st series	100	100	100	100	100	100
.. 6s, 2d series	100	100	100	100	100	100
.. 6s, 3d series	100	100	100	100	100	100
.. 6s, W. L.	100	100	100	100	100	100
Philadelphia City, 6s	100	100	100	100	100	100
.. new	100	100	100	100	100	100
Philad. Germ. & Nor.	80	80	80	80	80	80
Phila. & Reading	49	49	49	49	49	49
.. 7s, 1893	27	27	27	27	27	27
Philadelphia and Erie	27	27	27	27	27	27
.. 6s	87	87	87	87	87	87
.. 7s	87	87	87	87	87	87
Schuylkill Navigation	8	8	8	8	8	8
.. pref.	17	17	17	17	17	17
.. 6s, 1882	73	73	73	73	73	73
.. 6s, 1876	74	74	74	74	74	74
.. 6s, 1872	7	7	7	7	7	7
Susq. Canal	7	7	7	7	7	7
.. 6s, 1875	7	7	7	7	7	7
Union Canal, pref.	15	15	15	15	15	15
.. 6s, 1875	15	15	15	15	15	15
Hestonville, (Horse)	15	15	15	15	15	15
Chestnut & Wal.	44	44	44	44	44	44
Green & Coates	57	57	57	57	57	57
2d and 3d streets	57	57	57	57	57	57
Spruce and Pine	22	22	22	22	22	22
15th and 15th sts.	22	22	22	22	22	22

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

W.18. Th.19. F.20. Sat.21. M.23. Tu.24

Baltimore City 6s, 1875	95	95	95	95	95	95
.. 1880	95	95	95	95	95	95
.. 1890	95	95	95	95	95	95
.. 1884	94	94	94	94	94	94
.. 1900	94	94	94	94	94	94
Balt and Ohio	136	136	136	136	136	136
.. bonds, 1875	94	94	94	94	94	94
.. 1880	94	94	94	94	94	94
.. 1885	94	94	94	94	94	94
Marietta & Cin. 1st M.	95	95	95	95	95	95
.. 2d M.	78	78	78	78	78	78
Northern Central	41	41	41	41	41	41
.. bonds, 1885	91	91	91	91	91	91
.. 1900	92	92	92	92	92	92
N. W. Va. 1st mort.	95	95	95	95	95	95
.. 2d mort.	95	95	95	95	95	95
.. 3d mort.	95	95	95	95	95	95
City Passenger R. R.	95	95	95	95	95	95

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

Th.19. F.20. Sat.21. M.23. Tu.24. W.25

Boston and Albany	151	151	151	151	151	151
Boston and Lowell	147	147	147	147	147	147
Boston and Maine	147	147	147	147	147	147
Boston and Providence	149	149	149	149	149	149
Boston, Hartford & Erie	11	11	11	11	11	11
.. 7s, new	23	23	23	23	23	23
Cheshire, pref.	85	85	85	85	85	85
Concord	120	120	120	120	120	120
Connecticut River	120	120	120	120	120	120
Eastern	120	120	120	120	120	120
Fitchburg	135	135	135	135	135	135
Manchester & Lowell	117	117	117	117	117	117
Michigan Central	117	117	117	117	117	117
Northern, N. H.	117	117	117	117	117	117
Ogdens. & Lake Champlain	89	89	89	89	89	89
.. pref.	108	108	108	108	108	108
Old Colony & Newport	96	96	96	96	96	96
Ph. Wil. & Baltimore	51	51	51	51	51	51
Port'd, Saco & Ports.	120	120	120	120	120	120
Union Pacific	21	21	21	21	21	21
.. 6s	75	75	75	75	75	75
.. Land Grant 7s	63	63	63	63	63	63
.. Income 10s	38	38	38	38	38	38
Vermont & Canada	105	105	105	105	105	105
Vermont & Mass.	70	70	70	70	70	70
South Boston (Horse)	69	69	69	69	69	69
Cambridge	69	69	69	69	69	69
Metropolitan	69	69	69	69	69	69
Middlesex	69	69	69	69	69	69
Central Mining Co.	69	69	69	69	69	69
Copper Falls	7	7	7	7	7	7
Franklin	24	24	24	24	24	24
Huron	24	24	24	24	24	24
Ile Royale	24	24	24	24	24	24
National	24	24	24	24	24	24
Pewabic	24	24	24	24	24	24
Pittsburg	24	24	24	24	24	24
Quincy	24	24	24	24	24	24

London Stock Exchange.

Closing Prices.

Jan. 6. Dec. 30.

Atl. & Gt. West. N. Y. sec. 7 per ct	65	70	65	70
1st mort., 1880	65	70	65	70
Do. do, 2d mort., 1881	65	70	65	70
Do. Penn., 1st mort., 1877	65	70	65	70
Do. do, 2d mort., 1882	65	70	65	70
Do. Consol. 7 per cent. mort. 1890	28	29	28	29
Detroit and Milwaukee 1st mort. 7s	65	69	65	69
Do. 2d mort. 8 p. c.	65	69	65	69
Erie shares 100 dol. all paid	65	69	65	69
Do. sterlg. 6 p. c. convertible bonds	65	69	65	69
Do. 3d mort. 7 p. c. 1883	65	69	65	69
Illinois Central, 6 per cent., 1875	114	115	113	114
Do. Redemption mort. bonds 6 p. c. 100	102	100	100	102
Do. 7 per cent., 1875	114	115	113	114
Do. 100 dol. shares, all paid	114	115	113	114
Marietta & Cin. R. R. bonds 7 p. c.	92	94	91	93
New York Central, 100 dol. shares	92	94	91	93
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	97	99	97	99
Do. 50 shares	97	99	97	99
Philadelphia and Erie 1st mort. 1881	93	95	92	94
Do. with option to be paid in Phila.	93	95	92	94

American Railroad Journal.

Saturday, January 28, 1871.

Stock Exchange and Money Market.

Money has been working easier for the borrowing interest through the week, despite the persistent speculative manipulations of the supply, and the less favorable weekly exhibit of the city banks, the latter showing a general falling off in the resources, with an increase in the loan and discount averages. The speculative inquiry for aid has been less urgent, and has been met with promptness on the basis of 5@7, mostly 5@6 per cent. on call to the Government houses and the leading Stock Exchange firms. The mercantile demand has been comparatively moderate, and prime commercial credits have been in more favor with lenders on the basis of the legal rate of 7 per cent. per annum. At the close, the tendency of the whole market was to increased ease. The glut of national bank notes continues, embarrassing the city banks, which manifest some eagerness to distribute it, even at a fractional discount, in exchange for legal tender notes. The outstanding circulation of the national banks of the whole country is now over 306 1/4 millions.

The specie reserve of the city banks according to the latest return is \$28,520,495, against \$39,454,003 same time last year. The city bank deposits are now \$211,690,030, against \$207,479,823 week ending Jan. 23, 1870. The legal tender reserve amounts to \$49,774,557, against \$54,619,433 same time last year. The circulation now stands at \$31,988,274, against \$23,806,721 same time last year. The loans are now \$270,853,791, against \$259,592,756 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$94,773,069 a day, against a daily average of \$85,531,901 the preceding week. The current week's exchanges average about 93 millions a day. The city banks, last week reported a loss of \$469,909 of specie, \$1,713,744 of deposits, and \$801,354 of legal tender notes. They increased their loans \$1,642,769; and reduced their circulation, \$61,530.

National Bank notes to the amount of \$569,340 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to \$36,194,638, the existing 1,636 banks, (with an aggregate capital of \$430,299,301,) retain an actual circulation of \$306,288,567. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$348,367,200; and for the public deposits, \$15,719,500—making a total of \$364,086,700. The Treasury Department last week redeemed and destroyed \$719,100 of worn and mutilated fractional currency, and issued \$704,366 of new.

The cash balance in the Treasury Department at the opening of business on Monday, last was \$26,294,000 in currency, and \$101,823,000 in coin, including \$30,950,000 in certificates.

The U. S. Sub-Treasury, last week, reduced its coin balance \$571,302, and its currency reserve, \$2,921,966. On Wednesday of this week, it closed with a balance of \$7,120,615 in currency, and \$61,096,519 in coin, against a balance a week previous of \$8,926,722 currency, and \$61,377,321 coin.

The U. S. Sub-Treasurer retired, last week, \$2,865,287 of coin certificates, received for customs.

Government revenues, from excises, during the past week were about two millions; customs at the port of New York, \$3,176,287, and at the outports about \$1,050,000 (in coin) more, making the grand total income for the week equal to about \$6,668,915 in currency. The income of the Government, from excises, since July 1, 1870, has been \$89,763,755.

The Gold speculation has been comparatively tame and uninteresting, the price showing very slight changes from day to day. The extremes of the week were 110 1/2 @ 110 3/4, and the closing quotation on Wednesday was 110 3/4. The customs drain, last week, exceeded a daily average of half a million. Thus far, this week, it has been equal to only about \$308,000 a day. The exports of specie last week were \$807,363. The shipments on Wednesday of this week were \$63,520 in silver bars. The Gold interest disbursements at the Sub-Treasury, last week, were \$2,349,596, and through the first half of this week, \$725,225.

The Treasury Department under its official programme for January, sold a million of Gold, on

Thursday, January 26, at equal to the market rates.

The customs revenue on Wednesday was \$286,000. The coin interest disbursements at the Sub-Treasury were \$164,228.

The export drain was \$807,863 last week against \$600,088, same week preceding year. The shipments since July 1, 1870, have been \$13,196,377, against \$18,001,141 same time in 1869-'70.

The customs demand for Gold last week, averaged \$549,167 a day; thus far, this week, it has averaged \$307,736 a day, or equal to a weekly aggregate of \$1,846,416. The arrivals of specie from Europe, Havana and other foreign ports last week were \$79,471, and since Jan. 1, 1871, \$159,416, against 270,377 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$80,277,409, against \$71,701,481 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$58,824,080 against \$59,824,576 same time in 1869-'70.

Foreign Exchange has been quoted quite firm, and inclined to buoyancy, on a lighter general offering of prime bills, and a pretty fair demand. Bankers' sixty day bills on London closed on Wednesday at 109¼@109¾; sight bills on London, 110@110¼.

Government securities have been quoted higher, on a reduced offering of nearly all issues, and a more active inquiry, particularly for the May and November Five-Twenties, the issue of 1867, and the Ten-Forties. At the close, the market was generally strong and buoyant.

On Wednesday, Government bought in a million of Five-Twenties at 107 83@107 50, ex-interest. The amount of bonds offered was \$2,247,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 111½@111¾; U. S. Five-Twenties of 1862, 109½@109¾; U. S. Five-Twenties of 1864 at 109@109½; U. S. Five-Twenties of 1865, 109@109½; U. S. Five-Twenties of 1865 consolidated, 107½@108; U. S. Five-Twenties of 1867, 108¼@108¾; U. S. Five-Twenties of 1868, 108¾@108¾; U. S. Ten-forties at 108¾@108¾; U. S. Six per cent. currency bonds, 110½@110¾.

State bonds have been in fair demand, at firmer, though irregular prices.

Railway bonds have been in fair demand at generally firmer prices. Central Pacific Sixes have been selling more freely, closing at 90½@90¾. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes have been quoted up to 77½@77¾.

Railway and miscellaneous share property has been more active, and decidedly stronger, though variable, as to prices. The tendency at the close of Wednesday was to higher values, in nearly all instances, on an enlarged volume of dealings. Union Pacific stock has been closed at 22¼@22¾. Western Union Telegraph closed at 47¾@47½.

There has been a somewhat livelier movement in general business. Foreign goods have been in more request, and held with increased confidence. Domestic Produce has been quoted stronger in the leading instances with a freer movement in Cotton, Breadstuffs and Provisions. Middling

upland cotton closed on Wednesday at 15½ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,040,614 bales, against 1,597,176 bales same time in 1869-'70; exports same time 1,226,964 bales, against 842,872 bales same time in 1869-'70; stock on hand at latest dates, 547,729 bales, against 469,589 bales same date 1869.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 10.	Jan. 16.	Jan. 24.
Consols	92¾	92¼@92½	92½
U. S. 5-20's of 1862...	89¾	90¼@90½	90½
U. S. 5-20s, 1835....	89¼	89½@89¾	89¾
" 1867	88¼	88¾	88¾
" 10-40s.....	87¾	88@88½	88½
Erie.....	18¾	—	18¾
Ill. Central.....	114	—	110
At. and Gt. West....	28¾	—	27½

At the Live Stock markets, this week, Beeves have been in light stock and quite moderate request from 9½@16c. per lb.; week's receipts, 4,861. Milch cows quiet at \$40@\$110 each, receipts, 75. Veal calves in fair demand at from 5@12½c. per lb.; receipts, 796. Sheep have been in moderate request at from 4½@9c. per lb.; receipts, 24,895. Swine in better demand at 7¾@8¾c. per lb., all live weight; receipts, 11,796.

Ocean freights have been quoted lower and irregular as to rates, on a moderate business. For Liverpool we quote flour at 2s. 6d. by sail, and 2s. 9d. @3s. by steamer per bbl.; grain at 5½d. by sail, and 6¼d. @6d. by steamer per bushel; cotton at ¼@½d. by sail and ½@¾ by steamer per lb.; and heavy goods 15s. @30s. by sail, and 25s. @40s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 24th, and since the beginning of the year:

	1870.	1871.
For the week	\$2,696,806	\$5,184,499
Previously reported..	8,156,050	18,569,683

Since Jan. 1

The imports for the week ending Jan. 21, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$1,571,194	\$2,045,948
Gen. merchandise.....	2,786,324	3,544,586

Total for the week....

Previously reported....

Since January 1.....

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 59½; do., April and Oct., 60¼; North Carolina 6s, Special Tax, 18½; Georgia 6s, 81½; do., 7s, 88; do. 7s, gold, 94¼; Alabama 8s, 97½; Arkansas 7s, issued to L. R. and Ft. Smith R. R., 60; New York State 7s, Bounty Loan reg., 105½; Louisiana 6s, levee bonds, 72; Pacific R. R. 7s, guar. by Mo., 96¾; Hannibal and St. Joseph 8s, conv., 104; St. Louis and Iron Mountain, 48; do. 1st mort., 89¾; Chicago and Northwestern Interest bonds, 91; North Missouri 1st mort., 88¾; Ohio and Mississippi consol. bonds, 86; Chicago and Milwaukee 1st mort., 92½; Milwaukee and St. Paul 1st mort. Iowa Div., 86; Buffalo, New York and Erie 1st mort., 90; N. Y. and Harlem consol. bonds, 91½;

Galena and Chicago 2d mort., 95; New York and New Haven R. R., 143¼; New Jersey R. R., 123½; Albany and Susq. R. R., 89; Rome, Watertown and Ogdensburg R. R., 125; Brooklyn 6, W. L., 92½; Quicksilver pref., 10; N. J. Central R. L. scrip, 80; Western Union Telegraph, 46½; Adams Exp., 66½; U. S. Exp., 39; Am. Mer. Union Exp., 42½; Wells Fargo Exp., 36.

Philadelphia.—Oil Creek and Allegheny River R. R., 46¼; do., 7s, 81½; Connecting R. R. bonds, 87; Pennsylvania and New York Canal 7s, 92½; Pennsylvania R. R. Gen'l mort. coupon, 94½; do. reg., 96; Phila. and Reading Deben. bonds, 80; West Jersey 7s, 97½; Penna. Canal, 26; Penna. State 6s, Inc. Plane bonds, 103½; Fulton Coal, 5; Shamokin Coal, 7. The latest quotations are: City 6s, 100¼@100½; do. free of tax, 100¾@100¾; State 5s, coupon, 103@104; do. 6s, W. L., 105@—; do. 1st series, 102½@104; do. 2d series, 104@105; do. 3d series, 106@108; Reading, 49½@49¾; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@96; Camden and Amboy, 116@116½; do. mort. 6s, 1889, 95½@96½; do. 1883, 96@—; do. 1889, 94@—; Penn. R. R., 62¼@62¾; do. 1st mort., 101@101; do. 2d mort., 102@103; do. Gen'l mort. coupon, 93½@95; do. reg., 95½@96½; Little Schuylkill R. R., 48½@48¾; Morris Canal, 33@37; do. pref., 75@80; do., 6s, 82@88; do., scrip 7s, 70@—; Susquehanna Canal, 6½@8; do., 6s, 4½@50; Schuylkill Nav., 8¼@8½; do. pref., 17½@17¾; do. 6s, 1882, 74½@74¾; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 90@91; do. 5s, 58@60; Lehigh Coal and Navigation, 34½@34¾; do. 6s, 1884, 85@86; do. R.R. Loan, 90@90½; do. Gold Loan, 87@87¾; North Pennsylvania, 44@44; do., 6s, 98@99; do., 7s, 94¼@—; do. Chatte 10s, 113@—; Philadelphia and Erie, 26½@27; do., 6s, 92@—; Minehill, 51½@52; Catawissa, 12@15; do. pref., 38@38½; Lehigh Valley, 60@60¼; do., 6s, 94½@96; do. 6s, reg., 101@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 57@57½; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 24@25½; Green and Coates, —@45; Chestnut and Walnut, 44@44¾; Hestonville, 15¾@16; Union, 42@—; Germantown, 30@30¾.

Boston.—Vermont Central 1st mort., 87½; do. 2d mort., 40¾; Cedar Rapids and Missouri 7s, 1916, 87; Agricultural Branch R. R., 1st mort. 6s, 1884, 85; Michigan Central R. R. 8s, 1890, 106¾; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 94; Burlington and Missouri 7s, Land Grant, 91; do. 8s, in Nebraska, 93¼; Illinois Grand Trunk 8s, 99; Quincy and Warsaw 8s, 96¾; Eastern R. R. 6s, 1889, 96¼; Connecticut and Passumpsic Rivers R. R. 6s, 95; Cincinnati, Sandusky and Cleveland R. R. 24; do. 7s, 1890, 80; Rutland R. R. pref., 81; Missisquoi R. R. 7s, 82½; Norwich and Worcester, 105; Indianapolis and Cincinnati R. R., 7½; Worcester and Nashua R. R., 132¾; Boston Water Power Co., 20¾; Cary Imp., 8; Essex Co., 130; Maine 6s, 1889, 98¾; Missouri 6s, 1874, 94¾; Massachusetts 5s, 1894, gold, 95¼; Cook Co., Ill., 7s, 97½; Boston 6s, 1880, currency, 101; do. 5s, 1882, gold, 96; do. 1894, 95¼; Charlestown 5s, 1887, 92¾; Roxbury 5s, 1877, 92¾; Lynn 5s, 1882, 86¾; Bath 6s, 1888, 88½; do. 1891, 89¼; Portland 6s, 1890, 94½; Albany 6s, 1896, 91¾; St. Louis City 6s, 1888, 86; St. Louis County 7s, 1885, 96¾; Chicago 7s, River Imp., 97¾; do. 7s, sewerage, 98; Roxbury

5s, 1876, 96½; Salem 6s, 1877, 99½; Hanover Mining Co., 50c; Hancock, 45c.

Baltimore.—Virginia 6s, old, reg., 50½; do. 6s, 1866, 60; do. 1867, 55¼; Maryland Defense Loan, 102; Orange and Alexandria 2d mort. 6s, 74¾; do. 3d mort. 8s, 84; do. 4th mort. 8s, 79; Virginia and Tennessee R. R. 8s, 80; Orange, Alex. and Manassas bonds, 75½; Pittsburg and Connellsville bonds, 90¼; Northern Central 6s, 1900, gold, 93; Western Maryland 2d mort. guar., 87; Memphis City 6s, 60½; George's Creek Coal 60; Baltimore Copper, 5. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90½; Baltimore and Ohio, 185@188; do. 6s, 1875, 93½@94; do. 1880, 93@95; do. 1885, 94½@94½; Northern Central, 41½@41½; do. 6s, 1885, 92@93; do. 1900, 89@89½; do. 6s, 1900, gold, 92@93; N. W. Va. 1st mort., 96@97½; do. 2d mort., 95@—; do. 3d mort., 1885, 90@90¼; Marietta and Cincinnati 7s, 1892, 94¼@95; do. 2d mort., 78½@78¾; Central Ohio, 25@26; do. 1st mort., 85½@86½; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 93¼@95; do. 2d mort., guar., —@87; do. 6s, pref., 58@60; do. 6s, guar., by Washington Co., 80@80¾; Richmond and Danville bonds, 76½@78; Orange and Alexandria 1st mort., 6s, 83@86; do. 2d mort., 6s, 74@74½; do. 3d mort., 8s, 84@85; do. 4th mort., 8s, 78¾@80; Orange, Alex. and Manassas 7s, 75½@75¾; Virginia and Tennessee 8s, 79@80; do. 6s 1st mort., 80@81; do. 6s, 2d mort., 70@—; Baltimore 6s, 1875, 95@95½; do. 1884, 94@96; do. 1886, 94@—; do. 1890, 95@95½; do. 1893, 96@97; do. 1900, 94@—; do. 5s, 1838-70, 70@80; Memphis City 6s, 50½@51; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R., 19@21; George's Creek Coal, 60@60½.

Eric Railway.

From the Annual Report of this company made to the State Engineer and Surveyor at Albany for the year ending September 30, 1870, the following figures are obtained: Length of road, Jersey City to Dunkirk, 459 miles; length of double track, including sidings, 289¾ miles; length of branches owned by the company, 364¼ miles; length of double track on same, 60 miles. Number of engines, 440; number of first class passenger cars (rated as 8-wheel), 220; second class and emigrant do., 54; baggage, mail and express do., 71; freight, do., 8,840. Miles run by passenger trains, 2,900,189; do. by express trains, 6,426,190. Number of passengers carried, 3,275,025; miles travelled by passengers, 135,589,109. Tons (of 2,000) of freight carried, 4,852,505; total tons carried one mile, 898,862,718. The freight carried consisted of: products of the forest, 198,620; animals, 271,245; vegetable food, 468,976; other agricultural products, 111,155; manufactures, 348,423; merchandise, 440,353; other articles, 3,013,733—total, 4,852,505.

EXPENSES OF MAINTAINING THE ROAD.

Repair of road bed and railway, excepting cost of iron.....	\$1,972,947 09
Cost of iron used in repairs.....	1,141,480 00
Repairs of buildings.....	247,140 90
Repairs of fences and gates.....	44,392 98
Taxes on real estate.....	283,732 72

Total.....\$3,689,698 64

Of the above total, \$996,217 27 were allotted to passenger transportation and \$2,693,476 37 to freight transportation.

EXPENSES OF REPAIRS OF MACHINERY.

Engines and tenders.....	\$1,812,798 83
Passenger and baggage cars.....	340,215 54
Freight cars.....	778,105 12
Tools and machinery in shops.....	110,163 82
Incidental expenses.....	60,408 24

Total.....\$2,601 691 05

Of the above, \$700,034 87 were allotted to passenger transportation, and \$1,901,666 18 to freight transportation.

EXPENSES OF OPERATING THE ROAD.

Office expenses, &c.....	\$245,932 34
Agents and clerks.....	1,056,701 27
Labor—loading & unloading freight.....	581,575 01
Watchmen and switch tenders.....	207,372 09
Wood and water station attendance.....	39,944 45
Conductors, baggage and brake men.....	966,049 89
Enginemen and firemen.....	945,658 99
Fuel, cost and labor of preparing for use.....	992,896 01
Oil & waste for engines and tenders.....	146,757 19
Oil and waste for freight cars.....	27,981 73
Oil and waste for passenger cars.....	5,262 85
Loss and damage of goods.....	163,189 77
Damage for injuries of persons.....	36,972 08
Damage to property.....	9,263 78
General superintendence.....	167,280 28
Contingencies.....	187,794 49

Total.....\$5,781,026 20

Of the above, \$1,609,286 89 were allotted to passenger transportation and \$4,172,339 31 to freight.

RECEIPTS FOR THE YEAR.

From passengers.....	\$3,166,877 84
From freight.....	13,328,027 25
Storage.....	6,778 95
Telegraph.....	85,951 06
Rents.....	75,953 86
Mails.....	167,805 15
Pavonia ferry.....	85,535 45
Hire of cars.....	5,749 51
Operating sundry railroads.....	306,733 09

Total.....\$16,179,461 66

PAYMENTS FOR THE YEAR OTHER THAN FOR CONSTRUCTION.

Transportation expenses.....	\$12,073,010 89
Hudson river ferry.....	235,952 44
Operating telegraph.....	110,099 19
Interest on funded debt.....	1,646,623 00
Rents.....	1,089,351 79
Internal revenue tax.....	83,417 28
Interest.....	264,048 55
Operating Twenty-third str't ferry.....	82,933 46
Operating sundry branches.....	250,360 21
Hire of cars.....	18,578 23
Sundries.....	280,637 41
Operating Atlantic and Great Western Railway.....	386,470 59

Total expenses.....\$16,471,483 09

COST OF ROAD AND EQUIPMENT.

For graduation and masonry.....	\$2,427,315 08
Telegraph.....	12,666 52
Superstructure, including iron....	3,406,046 54
Passenger and freight stations, buildings and fixtures.....	1,342,799 25
Engine and car houses, machine shops, machinery and fixtures..	1,827,613 83
Land, land damages and fences....	512,104 03
Locomotives and fixtures and snow ploughs.....	3,518,095 98
Passenger and baggage cars.....	914,023 40
Freight and other cars.....	4,008,468 64
Pavonia and Twenty-third street ferries.....	532,548 16
Engineering and agencies.....	55,443,905 59

Total.....\$73,945,587 02

STOCKS AND DEBTS OF COMPANY.

Capital stock.....	\$83,536,910
Funded debt.....	23,398,800

HARVEY FISK.

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Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—PRUDENCE TO BE EXERCISED BY PARENTS—ALSO BY INFANTS.

The facts of the late case of O'Flaherty and wife vs. The Union Railway Company, (45 Mo., 70.) are fully and clearly stated in the following opinion by

WAYNE, J.—This was an action by plaintiffs, as parents, to recover from defendant, an incorporated street railroad company, the statutory penalty of \$5,000 for killing their child, a little girl aged about two years and eight months. The evidence shows that the accident occurred on Carr street, in the City of St. Louis; that the mother of the child dressed it, and sent it, under the protection of an elder sister about eight years of age to a lot across the street to play and yet fresh air; that after being there for a time the child, unobserved by its elder sister, escaped and undertook to make its way home across the street. While crossing the street, and on the railway track, one of defendant's cars came along and ran over it, completely crushing its skull. It is also most clearly established by the testimony that the car was being driven at a rapid rate. Some of the witnesses say that the team was running; others, that it was going at a very fast trot, and that the driver, instead of looking ahead and having his hand on the brake in order to avoid accidents, was looking behind through the car, and holding on the dashboard maintaining his position. When the car was from thirty to fifty feet distant from the child, there was a woman looking out of the upper story window on the street, who saw the danger and cried out, trying to give the alarm to the driver; but his mind was diverted to another direction, and no effort was made to stop the car till the child was run over and killed outright. It further seems that the street over which the car was traveling was an uphill grade, and had the car been driven with proper speed, and had the driver exercised prudence, management and care, the accident might easily have been avoided and the child's life saved.

On behalf of the plaintiffs, the court in substance instructed the jury that if the child's death was caused or occasioned by the negligence, carelessness or unskillfulness of the driver, servant or employee of the defendant whilst running its car on the railroad, and whilst the same was in his charge as driver, and without negligence on the part of the child or its parents, then the jury should find for the plaintiffs; that, although the jury might believe from the evidence that the plaintiffs or their deceased child were guilty of neglect or imprudence which contributed remotely to the death of the child, yet if the servant, employee or driver of the defendant was guilty of misconduct or carelessness in the management of the defendant's car, which misconduct or carelessness was the immediate cause of the death of the deceased, and with the exercise of ordinary prudence and care on the part of said servant, employee or driver, the death of the child might have been avoided, then the defendant was liable. To these instructions the defendant at the time excepted.

For the defendant the court instructed the jury that before the plaintiffs could recover in the case, they must establish affirmatively two facts, to wit:

First, that the deceased child came to its death from the careless acts or conduct of the defendant's agents or servants in the management of its car; Second, that neither of the plaintiffs nor the little girl in charge of the deceased child, nor deceased child itself, were guilty of any negligence or carelessness immediately contributing to the injury and death of the child.

The defendant asked two additional instructions. The first was that if the jury found from the evidence that the deceased child was but two years and eight or ten months old, and that it was sent upon the streets in the City of St. Louis by its mother, in charge of a sister eight years old, and, while thus attended, it was left alone upon the streets, or was permitted to go out of the yard where its sister was engaged at play, and while thus alone, it attempted to cross a public thoroughfare in said city traversed by street cars and other vehicles drawn by horses, unattended by any one, sufficiently near to protect it from harm, and in so doing it received the injuries complained of, from which it died, the plaintiffs could not recover. The second instruction was in substance, that if the deceased child was but two years and eight months or ten months old, and attempted to cross from the north side to the south side of Carr street, unattended by any one in charge of it or sufficiently near to it to give it aid, care and protection in crossing said street, and that said street was a public thoroughfare used for street cars and other vehicles drawn by horses, and that said child, while so attempting to cross said street, came in contact with the horses or car of defendant and was knocked down and run over, then these facts constituted such carelessness as would prevent the plaintiffs from recovering. The last two instructions the court refused to give, and the defendant excepted. The jury found a verdict for the plaintiffs on which judgment was rendered and the defendant appealed.

The instructions given for the plaintiffs are wholly unobjectionable, for it is the established doctrine of this court that in an action for damages on account of negligence or unskillfulness, it should be left to the jury to say whether, notwithstanding the imprudence or neglect of the injured person, the defendant could not, in the exercise of reasonable care and diligence, have prevented the injury. The instruction given for the defendant was sufficiently favorable to it, and went as far as the prior rulings in this State on this subject would permit. But the instructions refused were based on an entirely different theory, and asked the court to declare, as matters of law, that permitting the child to go out under the circumstances as detailed, was of itself negligence and preclude a recovery.

In discussing the question of infantile responsibility in a case in this court, we held that the same rigid rule, in determining what would be a bar to an action on the ground of contributory negligence, would not be applied to an infant, an idiot, or an insane person, as to one who had arrived at an age to possess ordinary judgment and discretion. All that was necessary to give a right of action for an injury inflicted by the defendant was that the injured person should have exercised care and prudence equal to his capacity (Boland and wife vs. Missouri Railroad Co. 36 Mo., 484). The young and the old, the lame and infirm, are

entitled to the use of the street, and more care must be exercised towards them by persons controlling or managing cars and vehicles than towards those who have better powers of motion. A child or young person can not be expected to possess that vigilant foresight which would be exacted of a person of maturer years. But it does not thence follow that they are to be denied the privilege of going on the streets, and, if they do so go, they may be killed with impunity. In the case of a child two or three years old, no knowledge or foresight can be expected. This fact persons who traverse the streets in conducting cars are bound to know and govern their actions accordingly. In *Mangam vs. Brooklyn Railroad Company* 38 N. Y. 455, the action was for injuries done to an infant three or four years old. The proof showed that the child was left in the house with the front door locked, that he got out into the street through the front window, and then went down one street and crossed another, in front of the mules drawing the car, that he got out of the way of the mules, but was struck by the dashboard of the car and knocked down, and received the injury; that the driver of the car had caught a pigeon, which he had in his hand, and was sitting down looking at it, having wound his lines around the brake, and was paying no attention to his team, or to what might be on the track, at the time of approaching the place of collision, nor until after the occurrence, the inference is that the team was going along leisurely, and the driver was simply guilty of inattention, but had been at his post vigilantly performing his duty, the accident might and would have been avoided. Yet the court held that the child being in the street under such circumstances would not warrant the conclusion, as matter of law, that the parent was guilty of negligence, and at most the question of fact should be submitted to the jury.

I think it may be stated as a sound proposition that to constitute negligence in the parents there must be an omission of such care as persons of ordinary prudence exercise, and deem adequate for the required purpose. In the present case it appears that the unfortunate little child was never permitted to go out on the street alone, unattended, but it was frequently sent out under the care of its sister. Although the sister was but eight years old, she might have been entirely adequate to afford it protection under ordinary circumstances. It is the only attendance many people are capable of affording their children. To say that it is negligence to permit a child to go out to play unless it is accompanied by a grown attendant, would be to hold that free air and exercise should only be enjoyed by the wealthy who are able to employ such attendants, and would amount to a denial of these blessings to the poor.

The evidence is clear that the driver was guilty of the most reckless misconduct and criminal disregard of human life. Had he been driving in moderation, and attentive to those duties which his situation demanded, this accident could never have happened. But the whole question was fairly submitted to the jury, and they have passed upon it by their verdict. The verdict can only be disturbed by attempting to withdraw this case from the operation of the established law of this State, and we do not feel particularly called upon

to invent new rules for the purpose of screening and protecting wrong-doers. I think the judgment is right, and therefore advise an affirmation. Judgment affirmed. The other judges concur.

Receipts and Shipments of Produce at Milwaukee.

The following figures will show the receipts and shipments of the leading articles of produce at Milwaukee for the year 1870, as compared with those of 1869:

	1870.	1869.
Flour, bbls.....	763,615	807,763
Wheat, bus.....	19,060,991	17,745,238
Corn, bus.....	435,050	487,564
Oats, bus.....	638,231	722,949
Rye, bus.....	190,934	203,804
Barley, bus.....	585,704	247,499
Beans, bus.....	6,880	9,923
Peas, bus.....	23,438	24,438
T. Seeds, lbs.....	148,215	151,570
C. Seeds, lbs.....	186,490	58,202
Eggs, bbls.....	8,241	9,014
Lard, lbs.....	28,188	75,270
Tallow, lbs.....	247,859	275,072
Butter, lbs.....	3,736,632	2,335,000
Hops, bales.....	14,753	39,972
Hides, No.....	124,426	87,115
Wool, lbs.....	1,959,912	2,501,666
Dressed Hogs, No.....	94,884	85,351
Live Hogs, No.....	67,377	58,296
Cattle, No.....	13,118	12,221
Pork, bbls.....	4,622	6,526
Lumber, ft.....	79,491,000	72,382,000
Shingles, No.....	15,143,000	25,927,000
Lath, ft.....	8,747,000	9,985,000
Salt, bbls.....	182,333	175,673
Sugar, bbls.....	78,173	71,691
Sugar, hhds.....	4,389	3,359
Coffee, sks.....	23,167	24,749
Pig iron, tons.....	11,919	11,066

SHIPMENTS.

	1870.	1869.
Flour, bbls.....	1,225,340	1,220,058
Wheat, bus.....	16,027,771	14,272,799
Corn, bus.....	103,173	93,806
Oats, bus.....	210,187	351,768
Rye, bus.....	61,684	120,662
Barley, bus.....	468,610	78,035
Beans, bus.....	4,927	5,762
Peas, bus.....	23,862	26,948
Potatoes, bus.....	6,819	8,154
Hops, bales.....	14,252	41,421
Eggs, bbls.....	8,183	8,620
Pork, bbls.....	77,655	69,805
Pork, tcs.....	15,819	9,646
Beef, bbls.....	4,427	7,538
Beef, tcs.....	10,012	2,185
Lard, bbls.....	2,335	1,180
Lard, tcs.....	9,862	8,568
Bulk Meats, lbs.....	4,717,630	2,014,100
Bacon, boxes.....	5,875	5,298
Butter, lbs.....	3,075,949	1,501,668
Dressed hogs, No.....	3,459	1,955
Live hogs, No.....	2,630	2,442
Cattle, No.....	10,070	5,632
Hides, No.....	32,092	38,157
Wool, lbs.....	2,807,140	2,335,840
Feed, lbs.....	11,990,000	9,943,000
Feed, sks.....	43,788	75,000
Pig iron, tons.....	7,277	4,270
Rec'pts flour reduc'd to bus	3,318,075	4,038,815
" wheat, bus.....	19,060,991	17,745,238
Total.....	22,879,066	21,784,053
Shipm'ts flour red'ed to bus	6,126,700	6,100,290
" wheat bus.....	16,027,771	14,272,799
Total.....	22,154,471	20,373,089

The following table shows the receipts and shipments of wheat to and from Milwaukee for the past thirteen years:

	Receipts, bus.	Shipments, bus.
1858.....	4,876,171	3,994,213
1859.....	5,580,681	4,732,957
1860.....	9,108,458	7,568,608
1861.....	15,930,706	13,300,495
1862.....	15,630,995	14,915,680
1863.....	13,485,419	12,837,620
1864.....	9,147,274	8,992,479
1865.....	12,043,659	10,479,777
1866.....	12,777,557	11,634,740
1867.....	12,523,464	9,598,452
1868.....	12,750,578	9,878,090
1869.....	17,745,238	14,272,799
1870.....	19,060,991	16,027,771
Total.....	160,761,191	138,333,681

The following table will show the receipts of coarse grains at that point for the past thirteen years:

	Oats, bus.	Corn, bus.	Rye, bus.	Barley, bus.
1858.....	762,745	107,941	21,976	180,843
1859.....	391,162	156,341	47,733	124,016
1860.....	178,963	123,404	52,382	109,789
1861.....	151,346	114,931	73,448	63,961
1862.....	282,765	258,954	154,576	147,997
1863.....	948,429	358,450	158,662	233,447
1864.....	1,055,844	460,575	88,541	198,325
1865.....	657,492	270,758	134,300	149,443
1866.....	1,817,230	789,080	383,000	152,696
1867.....	1,156,319	698,684	227,302	192,007
1868.....	986,172	615,138	207,538	235,879
1869.....	709,728	476,273	198,515	250,410
1870.....	638,231	435,050	190,934	585,704
Total.....	9,736,426	4,875,579	1,948,907	2,624,556

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company held at Cleveland on the 4th inst., the directors presented a report of the operations of the road for the fiscal year ending Nov. 30, 1870, from which we abstract the following figures:

The gross receipts from the traffic of the road have been:

From transportation of freight.....	\$1,949,505 08
From transp. of passengers.....	623,144 90
" " mails, express, &c.....	100,824 66
Total.....	\$2,673,474 59

The operating expenses have been:

For account of motive power and cars.....	\$622,752 89
For ac't maintenance of way and structures.....	381,311 71
For account transportation expenses.....	339,993 28
For account general expenses.....	192,253 09
Total.....	\$1,533,310 97

Balance net earnings.....\$1,137,163 62

A comparison of these results with those of the previous year gives the following:

Increase in gross earnings.....	\$262,797 73
Increase of operating expenses.....	79,661 30

Increase in net earnings.....\$183,136 43

While this increase in gross earnings is, as heretofore, derived largely from the coal and ore traffic, it is a gratifying fact indicative of the growth and development of the general business of the road, that considerably more than half of the same arises from the traffic of a miscellaneous character, other than the great staple named.

Of the increase in operating expenses, \$56,000 represents the cost of rebuilding 75 box and flat stock cars missing from the equipment at the commencement of the year, and for an indefinite period previously. Deducting this unusual and exceptional item, the increase in expense is moderate, when contrasted with the large increase in earnings.

The net income for the year is stated as follows:

Net earnings as above.....	\$1,137,163 62
Surplus received from P. Ft. W. & C. Railway, account joint earnings (subject to future revision as per contract).....	72,091 97
Total.....	\$1,209,255 59

Deduct from this:

Mortgage interest, &c.....	\$302,914 65
Lease of track P. Ft. W. and C. railway.....	85,000 00
Sinking Fund, net cost mortgage bonds 1,900 retired.....	29,596 00
Total.....	417,510 64

Surplus earnings.....\$791,744 95

Four dividends were paid during the year, each of 2½ per cent., and amounting in the whole to \$754,323 33.

There remains an unappropriated surplus to the credit of the net earnings at the close of the fiscal year, of \$221,925 19, as shown by the balance sheet hereinafter given, being a surplus of say \$30,000 over the amount required to meet the next regular quarterly dividend.

The report next, in a general account current, exhibits the details of the financial operations for the current year. Issues of capital stock, as shown in the account to be some \$240,750, are accounted for as follows:

For conversion 2d mortgage bonds.....	\$138,500 00
For conversion 3d mortgage bonds.....	99,500 00
For exchange of fractional scrip, &c.....	2,750 00

Total issues.....\$240,750 00

A further reduction of indebtedness under the second and third mortgages, has been made by conversion of bonds into capital stock, amounting in the aggregate of \$238,000.

Changes in the outstanding issues of bonds under the consolidated and sinking fund mortgage of 1,900, have taken place as follows:

Bonds sold.....	\$159,000 00
Retired in sinking fund.....	25,000 00

Increase during the year.....\$124,000 00

The total number of bonds executed under this mortgage remains the same as stated in the last Annual Report.

The following recapitulation illustrates the entire operations in these securities to the close of the year:

Bonds executed—1,350 bonds.....	\$1,350,000 00
Bonds outstanding.....	\$528,000 00
Bonds retired in sinking fund and cancelled.....	87,000 00
Bonds in hands of Farmers Loan & Trust Co., Trustees.....	735,000 00
Total.....	\$1,350,000 00

The fourth and last series of Dividend Bonds issued by the Company in the year 1857, fell due January 1st, 1870. Owing to irregularities of the Ohio Life Insurance and Trust Co., through whom the most of these bonds were disbursed, no proper entry of the issues ever came upon the books of the company and the account has been apparently overpaid.

The bonds and scrip presented, however, being of unquestionable authenticity, there was no alternative but to pay them.

The disbursements on this account have been:

For dividend bonds retired and cancelled have been.....	\$10,950 00
For dividend scrip.....	614 00
Total.....	\$11,564 00

So far as any trace can be obtained, but \$500 of these bonds remained outstanding at the close of the year, \$400 of which has since been paid, and the series practically liquidated.

The roadway and equipment is stated in the

report to be in excellent order. Quite a number of new cars and engines having been built.

The financial condition of the Company at the close of the year, is set forth in the following:

BALANCE SHEET.

Construction.....	\$8,852,638 99
Equipment.....	2,284,468 04
Machinery and tools.....	84,783 26
Personal property.....	40,033 09
Telegraph line.....	16,913 72

Total construction and equip.....	\$11,278,837 10
Assets.....	\$635,992 02
Liabilities.....	415,972 04

220,019 98

Total debit.....	\$11,498,857 08
Capital stock.....	\$7,482,225 00
Scrp issues.....	12,363 26

Total capital stock.....	\$7,494,588 26
2d mortgage bonds..	\$790,500 00
3d mortgage bonds..	1,358,000 00
4th m'tt.	
bonds	\$1,096,000 00
Scrp is-	
ues.	8,843 63
	1,104,843 63
Mort. bonds of 1900.	528,000 00

Total funded debt.....	3,781,343 63
Bills payable.....	1,000 00
Net earnings.....	221,925 19

Total credit.....	\$11,498,857 08
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List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Jan. 17, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,950.—Railroad Car Ventilator, William C. Betts, Brooklyn, N. Y.

111,006.—Joint for Railway Rails, William W. Robinson, Ripon, Wis.

111,010.—Iron Viaduct, C. Shaler Smith, Baltimore, Md., assignor to the Baltimore Bridge Company, same place.

111,036.—Steam Boiler, Adolph Brase and Lemuel Salladay, Sciotoville, Ohio.

111,096.—Railroad Spike, Henry Fostrick, New York, and Reinhold Boeklen, Brooklyn N. Y.

EXTENSION.

Arrangement of Railroad Platform Scales, Samuel G. Lewis of Philadelphia, Pa., executor of Lea Pusey, deceased. Letters Patent No. 16,286, dated October 23, 1856.

A movement is on foot to build a railroad from Petersburg, Va., through Dinwiddie and Mecklenburg counties in that State, and Person, Caswell and Alamance counties, to Greensboro, in North Carolina.

The net earnings of the Union Pacific Railroad for the year 1870, from July to December inclusive, were \$1,894,006 63, against \$1,644,393 09 for the corresponding time in 1869, showing a net gain \$249,613 54.

The Portland and Ogdensburg Railroad began surveys east from St. Johnsbury on the 17th. The bridge over the Passumpsic is to be built at once on the ice.

It is stated in the Richmond Dispatch that orders have been given to let the whole line of the Chesapeake and Ohio Railroad, not already under contract, on the 1st of April. And it is further ordered by the board that the road shall be in operation from the terminus, at the junction of the Big Sandy river with the Ohio, to the falls of the Kanawha, in July next.

The Butler branch of the West Pennsylvania Railroad was formally opened on the 18th inst.

RAILROAD BONDS—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.



INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY-ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURS DAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

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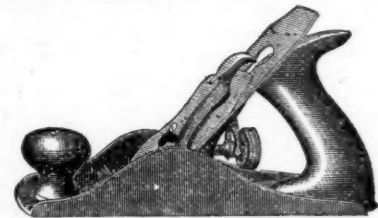
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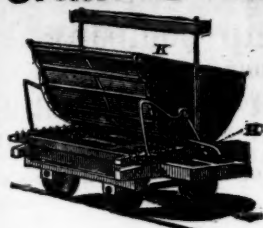


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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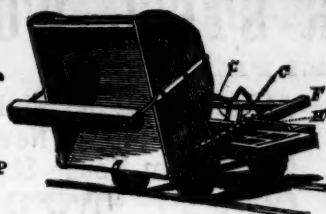


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

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date, and until the 4th day of February next, the transfer
books will be closed.

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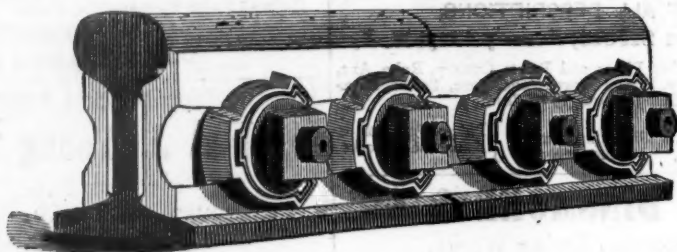
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PRATT'S PATENT COMPENSATING FISH-JOINT,



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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

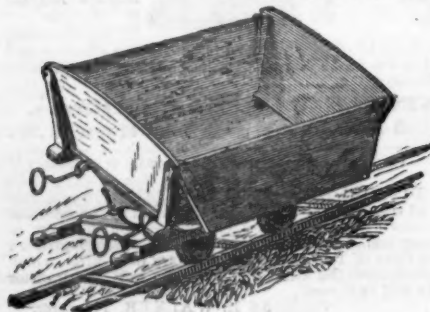
We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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